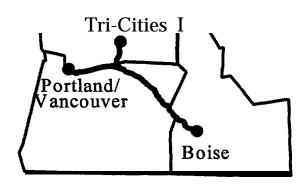
ITS Corridor Plan Technical Memorandum July 1997

Portland/Vancouver to Boise ITS Corridor Study



Prepared for:

Idaho Transportation Department Oregon Department of Transportation Washington State Department of Transportation

In Cooperation with:

Federal Highway Administration



Table of Contents

1.0	PR(DJECT INTRODUCTION1
	2.1	Acronyms3
2.0	API	PROACH TO WORK ELEMENT 45
	2.1	Scope 5
3.0	COR	RIDOR ITS PROJECT SUMMARY 6
4.0	SR-1	4/I-82 (Washington) ITS Projects15
	4.1	Project Title: Vancouver (Southwest Region) SR-14 Corridor Traffic
		Operations Center (TOC)
	4.2	Project Title: Yakima (South Central Region) SR-14 Corridor TOC 17
	4.3	Project Title: Vancouver (Southwest Region) Communications
		Integration
	4.4	Project Title: Yakima (South Central Region) Communication Network,
		Spur, and Integration
	4.5	Project Title: SR-14 RWIS
	4.6	Project Title: SR-14 VMS Deployment
	4.7	Project Title: SR-14 Rockfall Detection and Warning System
	4.8	Project Title: SR-14 Tunnel Overheight Detection System
	4.9	Project Title: SR-14 Bridge Overheight and Overweight Detection
	4.10	System
5.0	I-84	(Oregon) ITS Projects38
	5.1	Project Title: Portland I-84 Corridor Traffic Management Operations
		Center (TMOC) Extension
	5.2	Project Title: Oregon I-84 Communications Network Integration 41
	5.3	Project Title: Oregon I-84 VMS Deployment 44
	5.4	Project Title: Oregon I-84 Road Weather Information System (RWIS) 47
	5.5	Project Title: Oregon I-84 Bridge Overheight and Overweight Detection
		System 50
	5.6	Project Title: Oregon I-84 Kiosk 5
	57	Project Title: Multnomah Falls Parking Management System

6.0	I-84	I-84 (Idaho) ITS Projects				
	6.1	Project Title: Boise Area Advanced Traffic Management System (ATMS) Strategic Plan	55			
	6.2	Project Title: Boise Area Communications Integration	56			
	6.3	Project Title: Idaho I-84 VMS Deployment	59			
	6.4		60			
	6.5	Project Title: Idaho Road Weather Information System (RWIS) Upgrade	61			
7.0	Corri	dor-Wide ITS Projects	62			
	7.1	Project Title: Idaho, Oregon, Washington ITS Coordination Committees				
	7.2	Project Title: Corridor Coordinated System Design and System Manager	63			
	7.3	Project Title: Advanced Traveler Information System (ATIS)	65			
8.0	Proj	ect Dependencies and Priorities	. 71			
9.0	Proje	ect Estimate Summary ,	76			

Appendix - Project Prospectus Forms

List of Figures

3.0-1	Corridor Top Level Architecture
3.0-2	Portland/Vancouver to Boise ITS Corridor Study Proposed Rural ITS Network
3.03	Portland/Vancouver to Boise ITS Corridor Study Proposed Rural ITS Network
4.1-1	Vancouver TOC and SR-14 Basic Infrastructure Diagram 16
4.2-l	Yakima TOC and SR-14/I-82 Basic Infrastructure Diagram 19
4.3-l	Vancouver/Yakima Communications Networks21
4.5-l	SR-14 Road Weather Information System
4.6-l	SR-14 VMS System Design
4.7-l	SR-14 Rockfall Detection System Diagram
4.8-l	SR-14 Tunnel Overheight Detection System
4.9-l	SR-14 Bridge Overheight/Overweight Detection System 35
5.1-1	Portland TMOC and Basic I-84 Infrastructure Diagram 40
5.2-l	Oregon I-84 Communications Network
5.3-l	VMS Connection to Portland TMOC 46
5.4-l	Oregon RWIS Diagram
5.7-l	Multnomah Falls Parking Management System and Supporting Systems54
6.2-l	Boise Area Communications Integration58
7.3-l	Advanced Traveler Information System Interface

7.3-2	Advanced Traveler Information Systems Focus 69
8.0-1	Recommended Corridor Project Phasing
	List of Tables
3.0-1	Washington SR 14 and I-82 Corridor ITS Project Summary . 8
3.0-2	Oregon I-84 Corridor ITS Projects
3.0-3	Idaho I-84 Corridor ITS Projects
3.0-4	Corridor-Wide Projects 12
8.0-1	Recommended Project Priorities 71
9.0-1	Summary of Project Estimates 76

1.0 Project Introduction

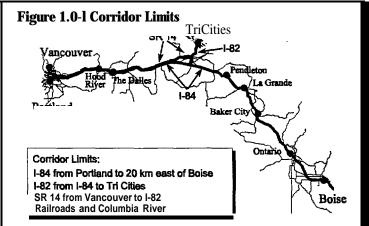


Intelligent Transportation Systems (ITS) (formerly Intelligent Vehicle Highway Systems [IVHS]) is the application of advanced information processing, communications, vehicle sensing, and traffic control technologies to surface transportation systems. All highway and transit modes, as well as airport access, navigable waterway, and rail can be included in ITS applications. The objective of ITS is to promote more efficient use of the existing highway and transportation network, increase safety and mobility, and decrease environmental impacts due to congestion.

The Portland/Vancouver, Washington to Boise, Idaho ITS Corridor Study consists of conducting an Intelligent Transportation System corridor study and developing recommendations for deployment of ITS and appropriate communications technologies along a multi-state, intercity corridor. The corridor limits are illustrated in **Figure 1.0-l** and described below:

- Interstate 84 from I-205 in Oregon to a point 20 kilometers east of Boise, a distance of 706 kilometers (439 miles).
- Interstate 82 from I-84 in Oregon to I-182 in the Tri-Cities, Washington, a distance of 66 kilometers (41 miles).
- State Route 14 from I-205 in Washington to I-82 in Washington, a
- distance of 282 kilometers (175 miles).
- Union Pacific and Burlington Northern & Santa Fe Railroads
- Columbia River Waterway

A primary purpose of this comprehensive study is to develop recommendations for the implementation of appropriate ITS technologies and programs to address corridor transportation needs over the next 20 years. The study focuses on specific applications of Advanced Traffic Management Systems (ATMS), Advanced Traveler Information Systems (ATIS), Commercial Vehicle Operations (CVO), and Advanced Rural Transportation Systems (ARTS) technologies, with an emphasis on providing implementation guidelines to facilitate the integration and expansion of future ITS components within the corridor.



The planning effort also investigates ways to provide traveler information for various modes. The information, including (but not limited to) roadway congestion, weather conditions, incident information, and construction information, will be used by travelers to make informed choices regarding mode, route, and time of departure.

The study also investigates the surveillance and communications requirements of traffic management systems and traveler information dissemination. These requirements include incident detection, demand management techniques in urban areas of the corridor, and flow monitoring.

A final purpose is to develop communication recommendations that take into account Idaho Transportation Department (ITD) Oregon Department of Transportation (ODOT), and Washington State Department of Transportation (WSDOT) communication requirements in the corridor. Communication requirements across state borders will receive particular attention.

The ITS implementation and communication plan will be developed for the following time frames:

- Short Term (1997 2002): The focus will be on the development of a detailed tactical plan that identifies specific projects and programs that can be implemented relatively quickly, and demonstrate the benefits of ITS to the traveling public. Because of the time required to secure funding and program' projects for construction, many projects will be implemented during the medium term period.
- Medium Term (2003 to 2007): For this time frame, the study will address emerging trends and issues and will recommend steps that ITD, ODOT, and WSDOT should take to prepare for anticipated changes in the transportation operational environment as well as future funding sources and opportunities.
- Long Term (2008 to 20 17): The plan will recommend a strategic approach to address long-term concerns.

The study is divided into seven major work elements:

Work Element 1 - Assess Transportation Needs

This element generally consists of gathering data on transportation and traveler information needs and deficiencies in the corridor and identifying the magnitude of the problems.

Work Element 2 - Identify Corridor ITS Applications

Work Element 2 involves using the USDOT's User Services categories to identify which ITS applications have the potential to address corridor needs.

Work Element 3 - Recommend ITS Strategies

This work element will identify ITS strategies that have a strong potential to meet corridor needs. Items associated with individual strategies such as benefits, costs, implementation barriers, technology requirements, and funding will be addressed.

Work Element 4 Develop Corridor Plan

This element will identify specific projects and programs to be implemented. Short term projects will be developed in sufficient detail to allow them to be included in DOT and other funding and construction programs in the three states.

Work Element 5 - Assess ITS Communications Needs

Work Element 5 will identify the communication characteristics of various ITS field components and make recommendations for a communication system.

Work Element 6 - Conduct Outreach Effort

This work element contains the project's public involvement and outreach program, including stakeholder interviews, general media releases, targeted media kits, workshops, and stakeholder presentations.

Work Element 7 - Prepare Final Report

Work Element 7 will consolidate the results of previous tasks into a final action plan.

Technical memoranda will be prepared for each-work element, excluding the outreach effort. Recommendations of the public outreach will be incorporated into the other technical memoranda.

1.0 Acronyms

The following acronyms are commonly used in this technical memorandum.

ARTS - Advanced Rural Transportation System

ATIS - Advanced Traveler Information System

ATMS - Advanced Traffic Management System

CATV - Community Access Television

CCTV - Closed Circuit Television

CVO - Commercial Vehicle Operations

HAR - Highway Advisory Radio

HAT - Highway Advisory Telephone

IMS - Incident Management System

ISP - Information Service Provider

ITD - Idaho Transportation Department

ITIS - International Traveler Information Standards

ITS - Intelligent Transportation Systems

IVHS - Intelligent Vehicle Highway Systems

MPO - Metropolitan Planning Organization

NTCIP - National Traffic Control ITS Protocol

ODOT - Oregon Department of Transportation

OSI - Open Systems Interconnection

POE - Port of Entry

PS&E - Plans, Specifications, and Engineering

RPP - Request for Proposal

RWIS - Road Weather Information System

SI-IRP - Strategic Highway Research Program

TIC - Traveler Information Center

TMOC - Traffic Management Operations Center

TMS - Traffic Management Subsystem

TOC - Traffic Operations Center

USDOT - United States Department of Transportation

VAR - Value Added Resaler

VMS - Variable Message Sign

WIM - Weigh in Motion

WSDOT - Washington State Department of Transportation

2.0 Approach to Work Element 4



The purpose of this technical memorandum is to identify strategies, programs, and projects that have the greatest potential for deployment and benefits to travelers over the next 20 years. Because of the changing availability of funds and the rapid advancements in technology, the short-term component of the plan will include specific programs and projects to be implemented within the next few years, while the mediumand long term portions of the plan will be more strategic in nature.

This plan provides flexibility with built-in check points to assess current conditions and technologies. Critical junctions and decision points are identified for the deployment of the ITS corridor plan, including a mechanism for periodic assessment of the plan to adjust for changing conditions such as integrating new technologies.

In conjunction with this technical memorandum, cost estimates have been prepared for the different system components as well as the prospectus information to allow the projects to be included in each state's budget and programming process. Equipment estimates are included in the construction estimate for those projects that were mostly a construction effort. Those projects which were more integration-oriented have the equipment estimate included in the system implementation estimate. This reflects the two types of companies that are expected to bid for these projects.

Programming information for priority projects is located in the Appendix. This information is provided in a prospectus format to allow projects to be listed for funding and construction within each state's budget and programming process.

2.1 Scope

The projects in this plan are presented in logical groupings based upon funding and the operations and maintenance practices for the three states. Each project will be described relating to content, affected corridor, benefits, and key issues. Sections 3.0 through 8.0 are outlined as follows:

- Section 3.0 provides an overall architecture and a complete list of projects.
- Section 4.0 provides a detailed discussion of the SR- 14/I-82 (Washington) ITS projects.
- Section 5.0 provides a detailed discussion of the I-84 (Oregon) ITS projects.
- Section 6.0 provides a detailed discussion of the I-84 (Idaho) ITS projects.
- Section 7.0 provides a detailed discussion of the corridor-wide projects.
- Section 8.0 provides the recommended priority for the projects and relates the project dependencies to the other ITS projects.

3.0 Corridor ITS Project Summary



To meet the needs of the corridor, a top-level architecture (shown **in Figure 3.0-1**) was developed that focuses on the "basic" system elements: a communications network, Traffic Operations Centers (TOC), field elements, a Traveler Information Center (TIC), dissemination elements, operators, and travelers. While each geographical area in the study utilizes a variation of these elements, the common relationship between elements and areas are travelers, the communications network, and information. The type of services provided include control of the system, traveler information, control of resources, and incident management. Operators in respective TOCs will be able to monitor local sensor information and information from other TOCs. Travelers will receive warnings and advisories (about incidents, road conditions, weather, parking availability, tourist attractions, etc.) at critical locations from variable message signs (VMS) and bridge and tunnel warning signs. Travelers will receive advanced warnings and advisories from VMS, parking status signs, highway advisory radio (HAR), highway advisory telephone (HAT) and kiosks. Traveler information is originally provided from sensor element data, verified at the TOCs, and processed via the TIC.

The ability to collect information and disseminate it to travelers is provided through the corridor communications network, which is a hybrid of subsystems that takes advantage of existing communications and adds capability to provide for a comprehensive network. It is recommended that the corridor communications network consist of SONET microwave for the main trunk and I-82 spur, spread spectrum for the device to main trunk links (where a land-line is not easily installed), and public telephone for the Portland Transportation Management Operation Center (TMOC) to Vancouver TOC link. Where cost effective, fiber optic communications should be considered as an alternative for the main trunk line. More detailed information on the recommended communications system may be obtained from Technical Memorandum 5, ITS Communications Assessment.

Using the top-level architecture developed as part of this study, several projects have been identified for implementation on the I-84, I-82, and SR 14 corridor (see Tables 3.0-1 through 3.0-4). Project title, area affected, and a summary description are provided. Projects have been placed in the following geographical order: Washington, Oregon, Idaho, and corridor-wide.

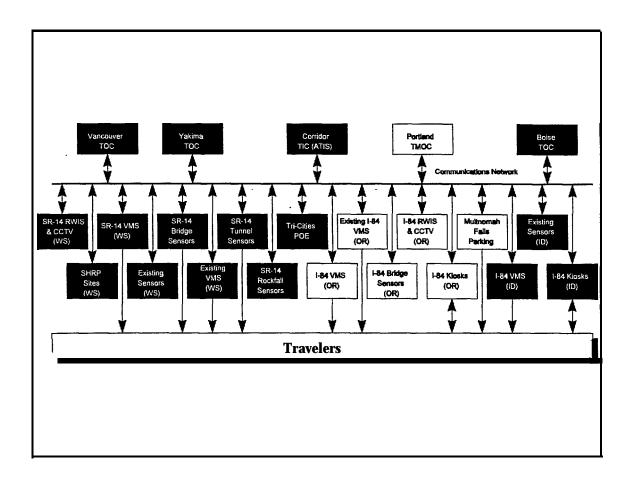


Figure 3.0-1 Corridor Top Level Architecture

Table 3.0-l Washington SR-14 and I-82 Corridor ITS Project Summary

Project Title	Agency/Area	Project Summary Description
Vancouver SR- 14 Corridor TOC	WSDOT, Southwest Region	This project will develop the Vancouver TOC and integrate the SR-14 infrastructure-into the TOC. It will also link the system with the overall corridor communications network. Existing field devices, not part of the corridor communication network, will be integrated as part of this project.
Yakima SR-14/I-82 Corridor TOC	WSDOT, South Central Region	This project will develop the Yakima TOC and integrate the SR-14 and I-82 infrastructure into the TOC. It will also link the system with the overall corridor communications network. Existing field devices, not part of the corridor communications network, will be integrated as part of this project.
Vancouver (Southwest Region) Communications Integration	WSDOT, Southwest Region	This project will integrate all SR-14 field devices into the communications network. This should be done in conjunction or combined with the Vancouver Corridor TOC.
Yakima (South Central Region) Communication Network, Spur, and Integration	WSDOT, South Central Region	This project will develop the I-82 communications network and integrate all SR-14 and I-82 field devices This should be done in conjunction with the Yakima SR-14/I-82 Corridor TOC and could also be combined with the Yakima SR-14/I-82 Corridor TOC.
SR- 14 RWIS	WSDOT, Southwest Region	This project will add additional Road Weather Information System (RWIS) sites along the SR- 14 corridor at five- to seven-mile intervals. This project will also integrate the new sites into the communications network. Road and bridge ice sensors will be included where appropriate. A total of eight new sites will be added between MP 12 and MP 101.
SR-14 VMS Deployment	WSDOT, Southwest Region, SR- 14 MP 40 103	This project will add VMS to provide messages for weather, road conditions, rockfall, parking management, and recommended diversions. Integration of the eight new VMS into the corridor communications network will be part of this project.

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Project Title	Agency/Area.	Project-Summary Description
SR- 14 Rockfall Detection and Warning System	WSDOT, Southwest Region along SR-14	This project will develop and install two rockfall -detection systems and integrate them into the overall corridor communications network.
SR- 14 Tunnel Overheight Detection System	WSDOT, Southwest Region	This project will implement overheight detection systems to reduce accidents by warning motorists of large trucks in five tunnels along SR- 14 between MP 58 and MP 60. It also includes the effort to integrate these systems into the corridor communications network (most likely the Vancouver TOC).
SR-14 Bridge Overheight and Overweight Detection System	WSDOT, Southwest Region	This project will implement new overheight and overweight detection systems on the Washington side of the bridges at Cascade Locks, Hood River, and The Dalles. It will also include integration of existing height and weight sensor systems into the corridor communications network (most likely the regional TOCs).
Tri-Cities Area Port of Entry Upgrade	WSDOT, Southwest Region, I-82 at MP 121	This project will upgrade the POE with the following capabilities: mainline pre-clearance, automatic classification, overheight detectors, VMS, database management to streamline CVO processing, and VISION systems. The intent is to make the Tri-Cities POE compatible with the Oregon and Idaho ports of entry.



Table 3.0-2
Oregon I-84 Corridor ITS Projects

Oregon I-84 Corridor ITS Projects			
Project Title	Agency/Area	Project Summary Description	
Portland I-84 Corridor TMOC Expansion	ODOT, Portland area	This project will integrate the I-84 infrastructure into the Portland TMOC. It also links the system with the overall corridor communications network. Part of this project will be the installation of workstations at the Oregon DOT and State Police district offices in The Dalles, Pendleton, La Grande, Baker City, Ontario, Hermiston, and Troutdale. Existing field devices, not part of the Oregon I-84 Communications Network, will be integrated as part of this project.	
Oregon I-84 Communications Network Integration	ODOT, I-84	The purpose of this project will be to install the main communications trunk for the corridor and to integrate I-84 devices, RWIS stations, overweight sensors, SHRP sites, and VMS into the corridor communications network. This should be done in conjunction or combined with the Portland TMOC Expansion.	
Oregon I-84 VMS Deployment	ODOT, I-84 MP 16toMP 375	This project will add VMS to provide messages for weather, road conditions, rockfall, parking management, and recommended diversions. Integration of 14 new VMS into the communications network will be part of this project, while existing VMS will be integrated as part of the Oregon I-84 Communications Network.	
Oregon I-84 RWIS	ODOT, Districts 2C, 9, 12,13, and 14	This project will add additional RWIS sites along the I-84 corridor at five- to seven-mile intervals. This project will also integrate the new sites into the corridor communications network, including road and bridge ice sensors where appropriate. A total of 10 new sites will be added between MPs 6 and 120, and 17 new sites will be added between MPs 210 and 377.	
Oregon I-84 Bridge Overheight and Overweight Detection System	ODOT, Districts 2C, 9, and 12	This project will implement new overheight and overweight detection systems on the Oregon side of the bridges at Cascade Locks, Hood River, The Dalles Biggs Junction, and on I-82. It will also include integration of existing height and weight sensor systems into the infrastructure (most likely the Distric Control Centers).	

Project Title	Agency/Area	Project Summary Description
Oregon I-84 Kiosk	ODOT, I-84 from Portland to Ontario	This project will develop and install nine traveler information kiosks along I-84.
Multnomah Falls Parking Management System	ODOT, District 2C	This project will develop a system that detects parking conditions at Multnomah Falls and provides travelers information via VMS, HAR, kiosks, and parking availability signs along I-84. This will include integrating the information into the communications infrastructure and the TIC.

Table 3.0-3 Idaho ITS Projects

Project Title	Agency/Area	Project Summary Description
Boise I-84 Corridor ATMS Strategic Plan	ITD, Boise area	This project will evaluate the feasibility of and provide recommendations for implementing an ATMS for the Boise area.
Boise Area Communications Integration Project	ITD, Boise area	This project will implement a communications link with the I-84 corridor communications network and integrate all I-84 field devices in the Boise area into the communications network.
Idaho I-84 VMS Deployment	ITD, I-84 MP 2 to MP 50	This project will add VMS to provide messages for congestion, weather, road conditions, and recommended diversions. Integration of the new VMS into the communications infrastructure will be part of this project as well as installation of four new VMS.
Idaho I-84 Kiosk Project	ITD, I-84 from MP 2 to MP 53	This project will develop and install two traveler information kiosks along I-84.
Idaho RWIS Upgrade Project	ITD, I-84	This project will upgrade existing RWIS sites to handle CCTV capabilities and to be integrated into the wireless communications network portion of the Idaho Communications Network Project.

Table 3.0-4 Corridor-Wide Projects

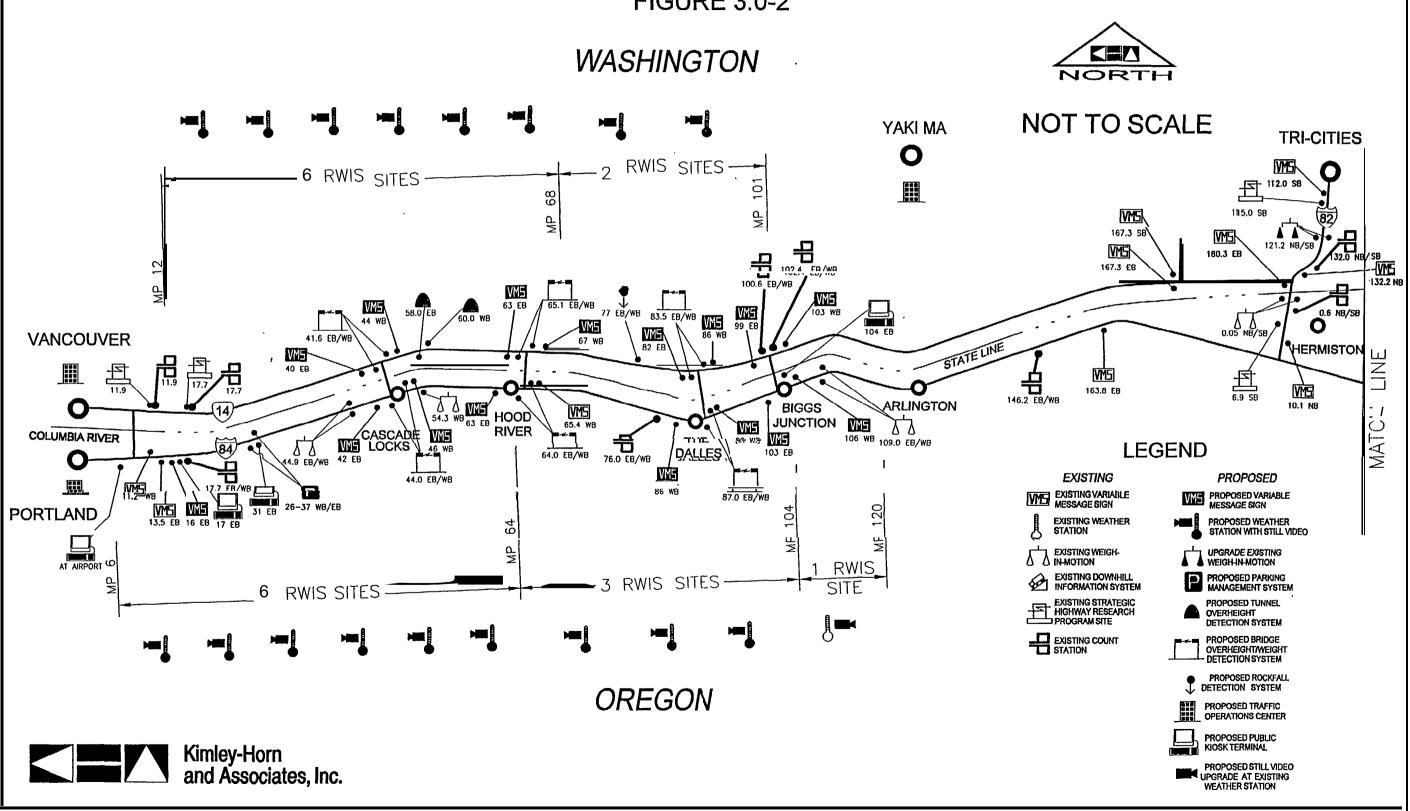
Project Title	Agency/Area	Project Summary Description
Washington, Oregon, Idaho ITS Coordination Committees	WSDOT, ODOT, ITD, Corridor-Wide	Establishes working committees to ensure standardization of the system and to coordinate the deployment of ITS projects for the corridor. The committees will also be the reviewing body for input on the other ITS projects (equipment purchases, communications designs, etc.) that require coordination. This committee will also prepare and coordinate funding requests for ITS projects. This body should remain intact throughout the ITS implementation phase (1997-2007).
Corridor System Manager Project	WSDOT, ODOT, ITD	This is the project that ensures that all projects work together. It will identify the scope of most of the other related projects, what project field devices will be integrated, and how they are to be integrated. The System Manager will be responsible to see that other contractors will comply with the overall system requirements including integration into the overall system.
Advanced Traveler Information System (ATIS)		This project will integrate a TIC into the Portland TMOC. This center will coordinate traveler data and disseminate it via HAT, HAR, VMS, kiosk, the Internet, and private companies. Part of this effort wil be to establish the data center for ATIS and a Web page capability. Integration with the corridor communications network will also be part of this effort. This project will need to be done in conjunctio with the kiosk projects. Development of the HAT and the HAR will also be completed as part of Advanced Traveler.

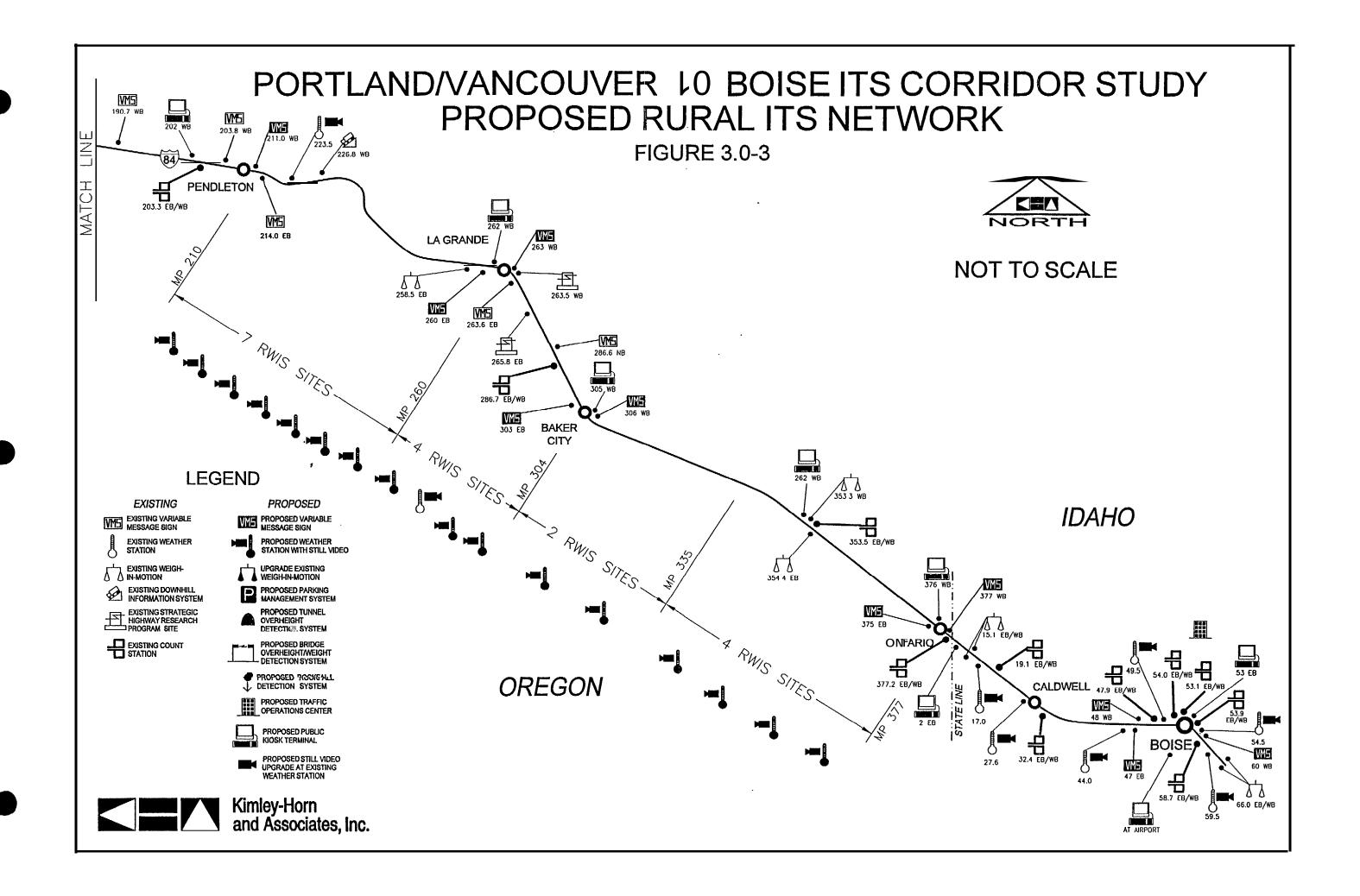
The four communications projects comprise the corridor communications network. This network will provide a set of standards and consistent interfaces for all agencies.

Figures 3.0-2 and 3.03 illustrate the proposed field equipment network for the corridor.

PORTLAND/VANCOUVER 10 BOISE ITS CORRIDOR STUDY PROPOSED RURAL ITS NETWORK

FIGURE 3.0-2







4.0 SR-14/I-82 (Washington) ITS Projects

There are nine recommended SR-14 and I-82 ITS projects for the State of Washington. Six of the projects will be implemented in the Southwest Region and three in the South Central Region. This section describes each of these projects, highlighting the key areas affected and benefits of deployment. Schedule and budget estimates are also provided for each project.

4.1 Project Title: Vancouver (Southwest Region) SR-14 Corridor Traffic Operations Center (TOC)

Description:

This project will implement the Vancouver TOC, interface the TOC with the corridor communications network, and integrate field devices. It will also link the Vancouver TOC with the other corridor TOCs. The purpose of the TOC will be to monitor SR-14 field devices in the Southwest Region, coordinate incident management, reduce the potential for incidents, provide control for VMS messages, and improve the highway flow in the area. The Vancouver TOC will provide the following services:

- o Traffic management
- 0 Incident management
- a Corridor information from the other centers

Figure 4.1-1 shows a block diagram of the Vancouver TOC subsystems. The Traffic Management Subsystem (TMS) provides collection and processing functions for traffic and road status data. Incident management provides resources and functions to respond to and monitor incidents either detected or when notified. The Information Service Provider (ISP) subsystem provides traveler information services based upon current traffic information provided by the TMS. Part of this project will be to coordinate the Vancouver Communications Integration project so that the communications with the corridor field devices is established and that they are integrated with the system at the TOC. WSDOT and ODOT are considering a regional joint TOC in the Portland/Vancouver area.

Areas Affected: SR-14 corridor and Southwest Region.

Benefits: The SR- 14 corridor and the Southwest Region will experience reduced

traffic congestion and improved incident management along the corridor. Travelers in the SR-14 corridor area will benefit from real-time information

on road and traffic conditions.

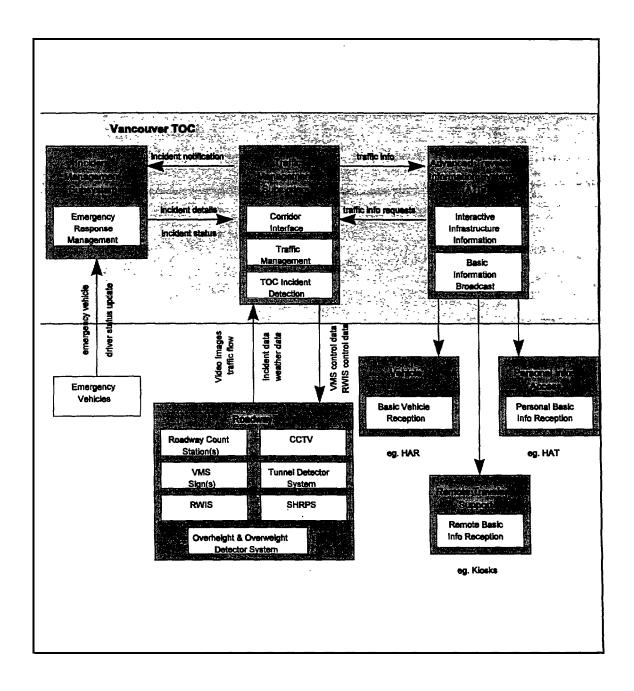


Figure 4.1-1 Vancouver TOC and SR-14 Basic Infrastructure Diagram

Estimate:

This project will cover 1 g-24 months (see phasing schedule) with most of the work occurring during build and integration. Note that a five-year maintenance task was also included in the estimate. It was assumed that space for the TOC is available in the Southwest Region offices in Vancouver. Budgetary estimates are summarized below:

Task/Materials	Total Estimate
Preliminary Design	\$100,000
Plans, Specifications and Estimates	\$135,000
Construction	\$ 80,000
Construction Engineering	\$135,000
System Implementation, Integration, Testing, Training & Equipment	\$590,000
Project Subtotal	\$1,040,000
Contingency	\$310,000
Project Total	\$1,350,000
Maintenance (5 years)	\$350,000

Issues:

The project should be coordinated with possible development of a Vancouver area Traffic Management System to share facilities and staff.

4.2 Project Title: Yakima (South Central Region) SR-14 Corridor TOC

Description:

This project will implement the Yakima TOC, interface the TOC with the corridor communications network, and integrate associated field devices. It will also link the Yakima TOC with the other corridor TOCs. The purpose of the TOC is to monitor SR- 14 and I-82 field devices in the South Central Region, coordinate incident management, reduce the potential for incidents, provide control for VMS messages, and improve highway flow in the area. The Yakima TOC will provide the following services:

- Traffic management
- Incident management
- Corridor information from the other centers

Figure 4.2-1 shows a block diagram of the Yakima TOC subsystems. The TMS provides the collection and processing functions on traffic and road status data. Incident management provides resources and functions to respond to and monitor incidents either when detected or when notified. The

ISP provides traveler information services based upon current traffic information provided-by the TMS. Part of this project would be to coordinate with the Yakima Communications Integration so that the communications with the corridor and other field devices are integrated into the TOC.

Areas Affected: South Co

South Central Region.

Benefits: SR-14/I-82 within the South Central Region will experience reduced traffic

congestion and improved incident management along the corridor. Travelers in the SR-14 and I-82 corridor area will benefit from real-time information

on road conditions and traffic situations.

Estimate: This project will cover 18-24 months (see phasing schedule), with most of

the work occurring during build and integration phases. Note that a five-year maintenance task was also included in the estimate. It was assumed that space for the TOC is available at the South Central Region Office. Budgetary

estimates are summarized below:

Task/Materials	Total Estimate
Preliminary Design	\$90,000
Plans, Specifications and Estimates	\$120,000
Construction	\$80,000
Construction Engineering	\$120,000
System Implementation, Integration, Testing, Training & Equipment	\$515,000
Project Subtotal	\$925,000
Contingency	\$280,000
Project Total	\$1,205,000
Maintenance (5 years)	\$200,000

Issues:

The project should be coordinated with possible development of a Yakima Traffic Management System to share facilities and staff.

Traine Management System to share facilities and stair.

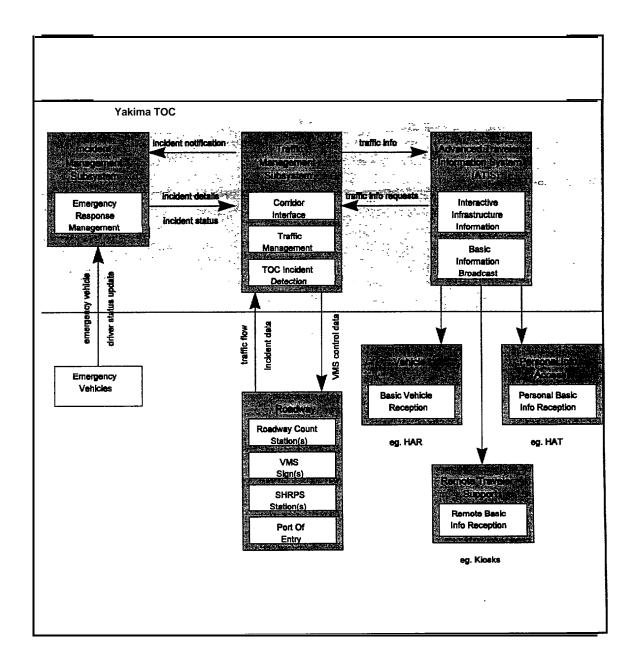


Figure 4.2-1 Yakima TOC and SR-14/I-82 Basic Infrastructure Diagram

4.3 Project Title: Vancouver (Southwest Region) Communications Integration

Description:

This project will implement the communications link for SR-14 with the I-84 main communications trunk for the Southwest Region. The project will integrate all existing devices along SR-14 (see **Figure 3.0-2** and **Figure 3.0-3**) with the communications network. This project includes linking the Strategic Highway Research Program sites at **MPs** 11.9 and **17.7** (see **Figure 4.3-1)**. Part of this project will be to coordinate the SR-14 Corridor TOC project so that communications with the existing corridor field devices is established and that they are integrated with the system at the TOC. Communications protocol converters should be considered to facilitate integrating existing proprietary equipment using standard NTCIP communications protocols.

Areas Affected:

Southwest Region, along SR-14.

Benefits:

All existing field devices along SR-14 up to the South Central Region boundary will be integrated. Traffic status, VMS control, weather, and road conditions will be real-time. The SR-14 and Vancouver area travelers will benefit from real-time information on road and traffic situations on SR- 14, I-82, and I-84.

Estimate:

This project will cover 12-24 months (see phasing schedule), with most of the work occurring during build and integration phases. A five-year maintenance task was also included in the estimate. The budgetary estimates are summarized below:

Task/Materials	Total Estimate
Preliminary Design	\$75,000
Plans, Specifications and Estimates	\$100,000
Construction & Equipment	\$375,000
Construction Engineering	\$100,000
System Implementation, integration, Testing & Training	\$115,000
Project Subtotal	\$765,000
Contingency	\$225,000
Project Total	\$990,000
Maintenance (5 years)	\$100,000
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Issues:

A standardized communications protocol will be needed for existing and future ITS devices. SONET Microwave is recommended for the main

trunk communications; however, fiber optic should be considered as an alternative where cost effective

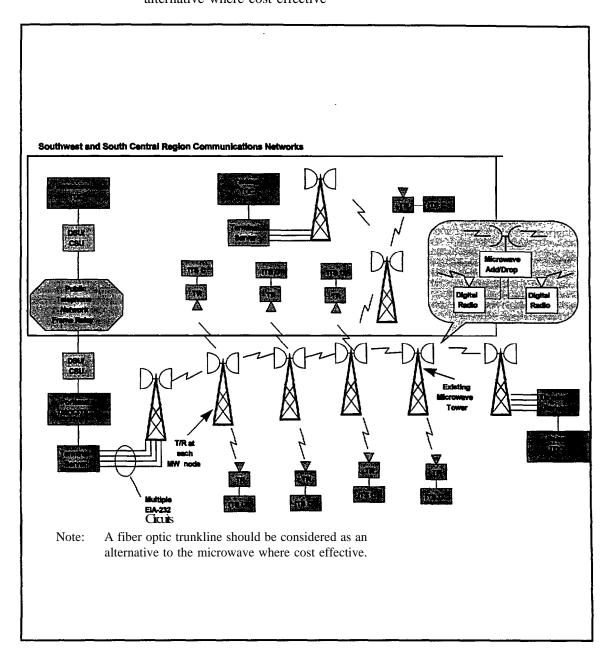


Figure 4.3-1 Vancouver/Yakima Communications Networks

4.4 Project Title: Yakima (South Central Region). Communication Network, Spur, and Integration

Description:

This project will implement the communications for SR- 14 and I-82 in the South Central Region and link it with the I-84 main communications trunk on I-84 (see Figure 4.3-I). The project will integrate field devices along SR- 14 (see Figure 3.0-2 and Figure 3.0-3) into the communications network (those not covered in the Yakima TOC project). The I-82 communications network will run from the I-84 connection to Tri-Cities and to Yakima (WSDOT Regional Office) Appropriate existing devices, to be integrated, are shown in Figures 3.0-2 and 3.0-3. It is recommended this project include linking the Strategic Highway Research Program site at MP 115 (on I-82) and integrating the following existing VMS into the communications network:

- Eastbound SR-14 at MP 167.3
- Eastbound SR-14 at MP 180.3
- Southbound SR-22 1 near the SR- 14 intersection
- Northbound I-82 at MP 132.2
- Southbound I-82 at MP 112.0

Part of this project will be to coordinate with the South Central Region TOC project in Yakima so that communications with the corridor field devices are established and that they are integrated with the system at the TOC. Communications protocol converters should be considered to facilitate integrating existing proprietary equipment using standard NTCIP communications protocols.

Areas Affected:

South Central Region along SR- 14 from the Southwest Region boundary to the I-82 intersection and from the Oregon border (on I-82) to the Tri-Cities area. The remainder of the spur will go from the Tri-Cities area to the WSDOT Regional Office in Yakima.

Benefits:

All existing field devices along SR-14 up to Southwest Region boundary and from the Yakima TOC to the Oregon boundary along I-82 will be integrated. Traffic status, VMS control, weather, and road conditions will be real-time. The SR- 14/I-82 and South Central Region travelers will benefit from real-time information on road conditions and traffic on SR-14, I-82, and I-84.



Estimate:

This project will cover 12-24 months (see phasing schedule). Most of the work will occur during build and integration. Note that a five-year maintenance task was estimated. The budgetary estimates are summarized below:

Task/Materials	Total Estimate
Preliminary Design	\$55,000
Plans, Specifications and Estimates	\$70,000
Construction & Equipment	\$220,000
Construction Engineering	\$70,000
System Implementation, Integration, Testing & Training	\$145,000
Project Subtotal	\$560,000
Contingency	\$170.000
Project Total	\$730,000
Maintenance (5 years)	\$70,000

Issues:

A standardized communications protocol will be needed for existing and future ITS devices.

4.5 Project Title: SR-14 RWIS

Description:

This project will install Road Weather Information Systems (RWIS) sites along SR- 14 at five- to seven-mile intervals (see Figure 3.0-2). This project will integrate the RWIS sites to the corridor communications network, and the Vancouver TOC. Road and bridge ice sensors will be included as appropriate. A total of eight new sites will be added between MP 12 and MP 101. It is recommended that the RWIS system include the following subsystems as a minimum (see Figure 4.5-1):

- Road ice sensors subsystem
- Weather station subsystem
- Controller subsystem
- Communications subsystem

Each RWIS will collect and process micro-climate weather and local road condition information. When ice, rain, or high winds are detected on SR-14, the RWIS Controller Subsystem will format a message and send it to the Vancouver TOC. Operators in the Vancouver TOC will send advisories to appropriate VMS, HAR, and HAT systems. The Vancouver TOC will automatically pass the advisories on to the Portland and Yakima TOCs and

the Advanced Traveler Information System. Weather information will also

be available to maintenance and law enforcement personnel.

Areas Affected: Southwest Region along SR- 14 from MP 12 to MP 101.

Benefits: Real-time notification of road and weather conditions will help reduce the

risk of incidents on SR-14. Road maintenance resources will be more

effectively utilized due to more accurate information.

Estimate: This project will cover 24 months (see phasing schedule). Most of the work

> will occur during build and integration. The budgetary estimate is summarized below. The base system consists of two RWIS units; six

additional units are recommended and may be implemented simultaneously

with the base system for an additional \$735,000.

Task/Materials	Total Estimate	Base System (2 systems)	Additional Units	cost/ Unit
Preliminary Design	\$55,000	\$55,000		
Plans, Specifications and Estimates	\$50,000	\$50,000		
Construction & Equipment	\$545,000	\$155,000	6	\$65,000
Construction Engineering	\$85,000	\$25,000	6	\$10,000
System integration, Testing & Training	\$220.000	\$100,000	6	\$20.000
Project Subtotal	\$955,000	\$385,000		\$95,000
Contingency	\$245,000	\$95,000		\$25,000
Project Total	\$1,200,000	\$480,000	\$720,000	\$120,000
Maintenance (5 years)	\$100,000	0	5	\$20,000

RWIS data will need to be simplified before making it available to the general Issues:

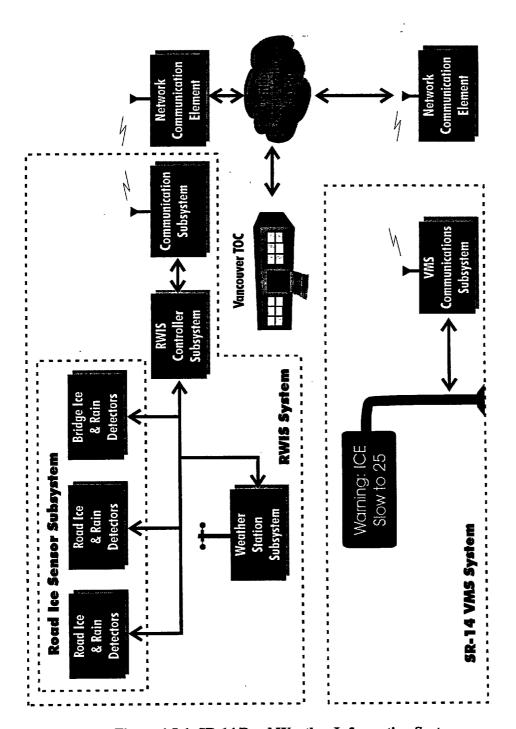


Figure 4.5-1 SR-14 Road Weather Information System

4.6 Project Title: SR-14 VMS Deployment

Description:

This project will implement eight permanent VMS signs to provide messages for congestion, weather, road conditions and recommended diversions. One portable VMS will also be implemented for special situations (events and construction). Integration of VMS signs with the communications infrastructure (and the Vancouver TOC) will be part of this project. The portable VMS will be connected to the Vancouver TOC via cellular communications (see Figure 4.6-1). Preliminary locations for the eight permanent signs are (see Figure 3.0-2 and Figure 3.0-3):

- Eastbound SR- 14 near MP 40
- Eastbound SR-14 near MP 63
- Eastbound SR-14 near MP 82
- Eastbound SR- 14 near MP 99
- Westbound SR- 14 near MP 44
- Westbound SR- 14 near MP 67
- Westbound SR-14 near MP 86
- Westbound SR-14 near MP 103

Areas Affected: SR-14; Ml' 40 to MP 103.

Benefits: Travelers will receive real-time traffic status, weather, and road conditions to

improve safety and reduce incidents.

Estimate: This project will cover 12-24 months (see phasing schedule). Budgetary

estimates are summarized below. The base system consists of four fixed and one portable VMS. Four additional VMS are recommended and may be

implemented with the base system or at a later date.

Task/Materials	Total Estimate	Base System	Additional Units	Cost/ Unit
Preliminary Design	\$170,000	\$170,000		
Plans, Specifications and Estimates	\$295,000	\$295,000		
Construction & Equipment	\$1,685,000	\$925,000	4	\$190,000
Construction Engineering	\$355,000	\$195,000	4	\$40,000
System Integration, Testing & Training	\$70,000	\$50,000	4	\$5,000
Project Subtotal	\$2,575,000	\$1,635,000		\$235,000
Contingency	\$650,000	\$410,000		\$60,000
Project Total	\$3,225,000	\$2,045,000	-\$1,770,000	\$295,000
Maintenance (5 years)	\$100,000	0	5	\$20,000

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Issues:

A policy should be developed between Washington and Oregon to share messages on their respective VMS signs. A common communications protocol will also be needed.

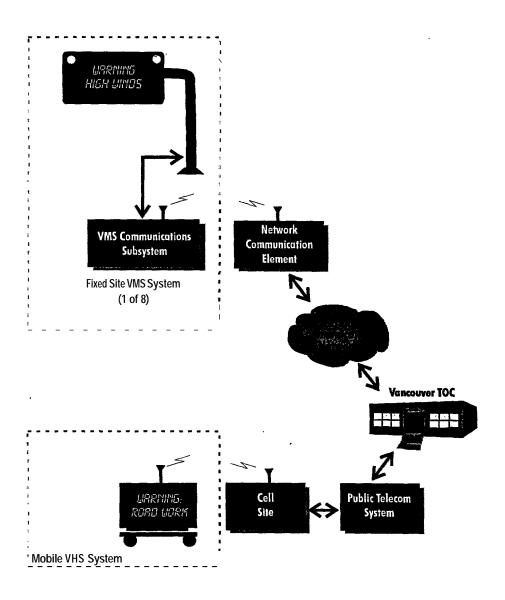


Figure 4.6-1 SR-14 VMS'System Design

4.7 Project Title: SR-14 Rockfall -Detection and Warning System

Description:

This project will implement two rockfall detection systems and integrate them with the Southwest Region Communications Network. It is recommended that the rockfall detection system be comprised of four basic elements as a minimum (see Figure 4.7-1). The detector subsystem detects rockfall activity. The controller subsystem monitors level of activity and reports activity levels to the Vancouver TOC and sends traveler advisories and warnings to the rocfall warning sign(s). Preliminary locations for the two rockfall detection systems include:

- East/Westbound SR-14 near MP 54
- 0 East/Westbound SR-14 near MP 77

Detection technologies that might be considered include vibration sensors, video imaging, and acoustic sensors. Vibration sensors are probes that use technology developed for seismic studies. Vibration sensors do not have the capability to sense small rocks yet not pick up a passing truck. Video imaging would compare existing patterns of the cliff against changes; lighting conditions can cause false detections or no detections. Acoustic sensors have the same problem as vibration sensors and do not yet have the filters to sense smaller rocks and yet not react to a passing vehicle. These technologies are still emerging, and it is recommended that this project have a lower priority to allow the technology to develop.

Areas Affected:

Southwest Region along SR-14 near MPs 54 and 77.

Benefits:

Travelers will receive real-time rockfall warnings which will improve safety and reduce incidents.

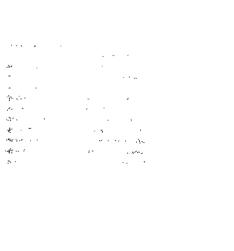
Estimate:

This project will cover 18-24 months (see phasing schedule). The budgetary estimate is summarized below.

	Total
Task/Materials	Estimate
Preliminary Design	\$70,000
Plans, Specifications and Estimates	\$95,000
Construction & Equipment	\$410,000
Construction Engineering System implementation, Integration, Testing & Training	\$100,000
	\$80,000
Project Subtotal	\$755,000
Contingency	\$225.000
Project Total	\$980,000
Maintenance (5 years)	\$100,000
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Issues:

Technology is still emerging on this type of system; a field trial on one site is recommended before funding is committed for the other sites.



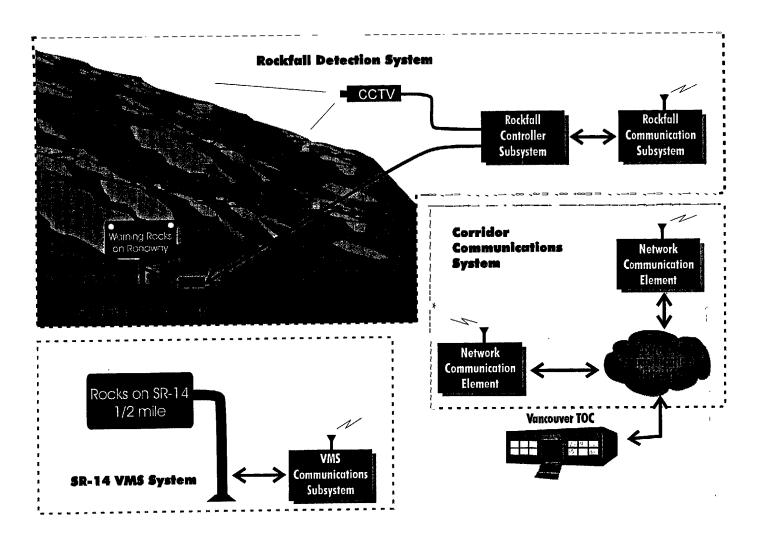


Figure 4.7-1 SR-14 Rockfall Detection System Diagram

4.8 Project Title: SR-14 Tunnel Overheight Detection System

Description: This project will implement overheight detection systems for use on

the tunnels along SR-14 and will integrate with the Southwest Region Communications Network. Two preliminary locations for Tunnel Overheight Detector systems are recommended between MPs 58 and **60** (see Figure 3.0-2). At a minimum, it is recommended that the overheight system consist of a height detector subsystem, an operator warning subsystem, a communications subsystem, and a controller subsystem (see Figure 4.8-1). Upon detection of an overheight situation, signs are activated to warn other drivers of the condition, A message will be sent to the Vancouver TOC of the potential situation

for appropriate monitoring.

Areas Affected: Southwest Region from MP 58 to MP 60.

Benefits: Reduced risk of incidents in the tunnels. Reduced risk and congestion

to other drivers due to real-time notification of potential incident to the Vancouver TOC and disseminated traveler warnings if an incident

occurs via HAR, HAT and VMS.

Estimate: This project will cover 12-24 months (see phasing schedule). The

budgetary estimate is summarized below:

Task/Materials	Total Estimate
Preliminary Design	\$25,000
Plans, Specifications and Estimates	\$35,000
Construction & Equipment	\$145,000
Construction Engineering	\$40,000
System Implementation, Integration, Testing & Training	\$50,000
Project Subtotal	\$295,000
Contingency	\$90,000
Project Total	\$385,000
Maintenance (5 years)	\$40,000

Issues: None identified.

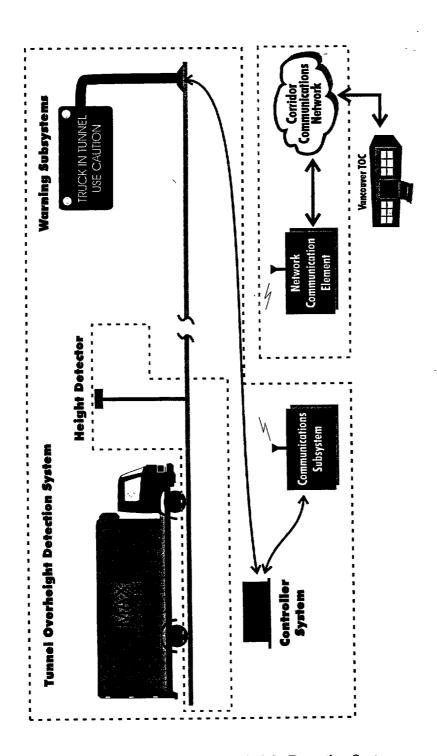


Figure 4.8-1 SR-14 Tunnel Overheight Detection System



4.9 Project Title: SR-14 Bridge Overheight'and Overweight Detection System

Description:

This project will implement overheight and overweight detection systems on the Washington side of the bridges at Cascade Locks,-Hood River, and The Dalles and integrate these systems with the Southwest Region Communications Network. Preliminary locations for overheight and overweight detector systems are near the following mile posts (see Figure 3.0-2):

- Eastbound SR-14 near MP 41.6 (Cascade Locks)
- Eastbound SR-14 near MP 65.1 (Hood River)
- Eastbound SR-14 near MP 83.5 (The Dalles)
- Westbound SR-14 near MP 41.6 (Cascade Locks)
- Westbound SR- 14 near MP 65.1 (Hood River)
- Westbound SR-14 near MP 83.5 (The Dalles)

At a minimum, the overheight and overweight systems will consist of a detector subsystem, an operator warning subsystem, a communications subsystem, and a controller subsystem (see Figure 4.9-1). Upon detection of an overheight or overweight situation, the CVO operator will be notified not to proceed over the bridge and which action to take. A message will be sent to the Vancouver TOC of the potential situation for appropriate monitoring. information about potential overheight and overweight violations is shared between the Portland and Vancouver TOCs. Ideally, this project should be accomplished in conjunction with the Oregon Bridge Overheight and Overweight Detection System.

Areas Affected:

Southwest Region at Cascade Locks, Hood River, and The Dalles bridges

(from MP 58 to MP 60).

Benefits:

Reduced risk of overheight/overweight vehicle incidents on the bridges. Reduced risk and congestion for other drivers due to real-time notification of potential incidents via HAR, HAT, and VMS.

Estimate:

This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized following the graphic on the next page.

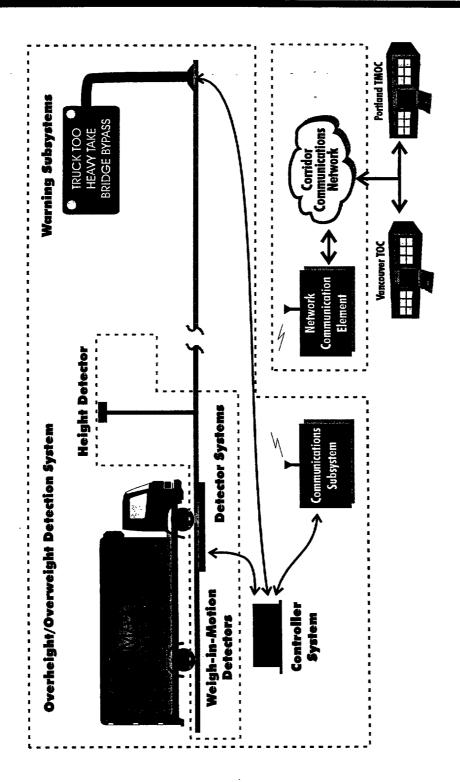


Figure 4.9-1 SR-14 Bridge Overheight/Overweight Detection System

Task/Materials	Total Estimate
Preliminary Design	\$60,000
Plans, Specifications and Estimates	\$80,000
Construction & Equipment	\$365,000
Construction Engineering	\$85,000
System Implementation, integration, Testing 8 Training	\$55,000
Project Subtotal	\$645,000
Contingency	\$195,000
Project Total	\$840,000
Maintenance (5 years)	\$40,000

Issues:

Equipment must be located where trucks can divert from the bridge without having to back up.

4.10 Project Title: Tri-Cities Area Port of Entry Upgrade

Description:

This project will upgrade the Washington POE in the Tri-Cities area with the following capabilities:

- Mainline pre-clearance
- Automatic classification
- Weigh-in-motion (WIM)
- Overheight detectors
- VMS
- Database management to streamline Commercial Vehicle Operations (CVO) processing
- VISION systems
- Communications equipment

It will be the intent to make the Tri-Cities POE compatible with the Oregon and Idaho FOES. The Tri-Cities POE will be integrated with the Yakima (South Central Region) Communications Network.

Areas Affected:

Southwest Region along I-82 near MP 121.2.

Benefits:

With automated clearance capabilities, commercial vehicle operators will benefit from streamlined POE processes saving travel time and costs. Data on CVO transportation system needs are available for analysis and planning purposes.

This project will cover 18-24 months (see phasing schedule). The budgetary estimate is summarized below

Task/Materials	Total Estimate
Preliminary Design	\$120,000
Plans, Specifications & Estimates	\$160,000
Construction & Equipment	\$640,000
Construction Engineering	\$160,000
System Implementation, Integration, Testing & Training	\$160,000
Project Subtotal	\$1,240,000
Contingency	\$375,000
Project Total	\$1,615,000

Issues:

Compatibility between systems also operated in Oregon and Idaho.

5.0 I-84 (Oregon) ITS Projects

There are seven recommended I-84 ITS projects-for the State of Oregon. Each project is described below.

5.1 Project Title: Portland I-84 Corridor Traffic Management Operations Center (TMOC) Expansion

Description:

This project will integrate the Oregon I-84 corridor management functions and field devices with the Portland TMOC. It will also link the Portland TMOC with the other corridor TOCs. The purpose of the TMOC will be to monitor I-84 field devices, coordinate incident management, reduce the potential for incidents, provide control for VMS messages, and improve the overall highway flow in the area. The Portland TMOC provides the following services:

- Traffic management
- Incident management
- Provides operator with corridor information from other centers

See Figure 5.1-1 for a block diagram of the Portland TMOC subsystems. The TMS provides collection and processing functions on traffic and road status data. The IMS provides resources and functions to respond to and monitor incidents. The TMS and IMS will be expanded as a part of this project. The ATIS provides traveler information services based upon current traffic information provided by the TMS. Part of this project will be to coordinate with the 1-84 (Oregon) Communications Integration so that communications with corridor and other field devices are established and integrated with the system at the TMOC. This project would also include installation of monitoring workstations at the Oregon DOT and State Police offices located in The Dalles, Pendleton, La Grande, Baker City, Ontario, Hermiston, and Troutdale.

Areas Affected:

I-84 from Portland to the Idaho border.

Benefits:

I-84 in Oregon will experience reduced traffic congestion and improved incident management along the corridor. This project will provide more accurate and timely information to the drivers thus reducing accidents and congestion.

This project will cover 18-24 months (see phasing schedule).- Note that-a five-year maintenance task was estimated. It was assumed that space is available in the existing TMOC to add the additional equipment. The budgetary estimate is summarized below:

Task/Materials	Total Estimate
Preliminary Design	\$95,000
Plans, Specifications and Estimates	\$125,000
Construction	\$80,000
Construction Engineering	\$125,000
System Implementation, Integration, Testing, Training & Equipment	\$540,000
Project Subtotal	\$965,000
Contingency	\$290,000
Project Total	\$1,255,000
Maintenance (5 years)	\$200,000

Issues:

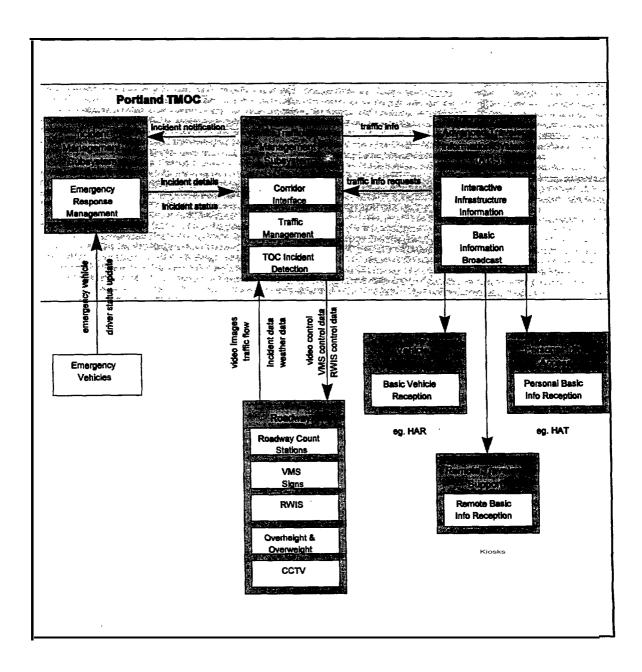


Figure 5.1-1 Portland TMOC and Basic I-84 Infrastructure Diagram

5.2 **Project Title: Oregon I-84 Communications Network Integration**

Description:

This project will implement the communications network for I-84 from Portland to Idaho and will serve as the main communications link for the corridor and links with the I-84 communications network in Idaho and the I-82 and SR- 14 communications networks in Washington (see Figure 5.2-1). The project will integrate all field devices along I-84 in Oregon (see Figure **3.0-2** and **Figure** 3.0-3) with the communications network (those not covered in the Portland TMOC Expansion).

As recommended in the ITS Communications Assessment Technical Memorandum, a SONET microwave network with a fully open architecture is the most cost-effective solution. Fiber optics will also be considered as an alternative if economically feasible. Part of this project will be to coordinate with the Portland TMOC Expansion to ensure that communications with the corridor field devices are established and that they are integrated with the system at the TMOC.

Areas Affected:

I-84 from Portland to the Idaho border and I-82 from I-84 to the Washington

border.

Benefits:

All devices along I-84 will be integrated by linking the WSDOT Southwest Region Communication Network, South Central Region Communication Network, and the I-84 (Idaho) Communications Network. Information on traffic status and control, weather, and road conditions will be real-time. Oregon travelers will benefit from real-time road and traffic information on I-84, SR-14 and I-82.

This project will cover 18-30 months (see phasing schedule). Note that a five-year maintenance task was estimated. The budgetary estimate is summarized below.

Task/Materials	Total Estimate
Preliminary Design	\$235,000
Plans, Specifications and Estimates	\$310,000
Construction & equipment	\$1,035,000
Construction Engineering	\$310,000
System implementation, integration, testing & training	\$515,000
Project Subtotal	\$2,405,000
Contingency	\$720,000
Project Total	\$3,125,000
Maintenance (5 years)	\$125,000
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Issues:

A maintenance funding plan for the main trunk will need to be developed and agreed upon by all three states. A standardized communications protocol will be needed for existing and future ITS devices.

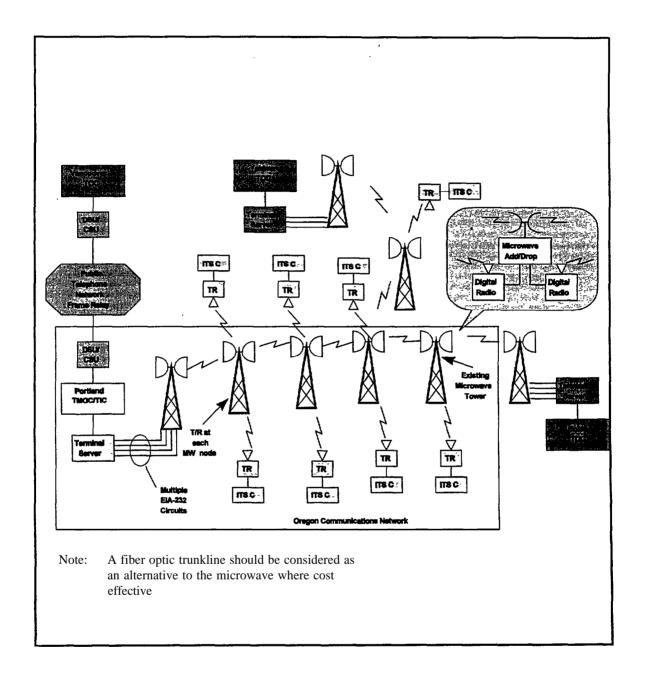


Figure 5.2-l Oregon I-84 Communications Network

5.3 Project Title: Oregon I-84 Variable Message Sign (VMS) Deployment

Description:

This project will implement 14 permanent VMSs and one portable VMS (for special events and construction) to provide messages for congestion, weather, road conditions, and recommended diversions. This project will integrate VMSs into the Oregon I-84 Communications Network and the Portland TMOC. The portable VMS will be connected to the Portland TMOC via cellular communications (see **Figure 5.3-1**). Preliminary locations for the 14 permanent signs are listed below (see **Figure 3.0-2** and **Figure 3.0-3**):

- Eastbound I-84 near MP 16
- Eastbound I-84 near MP 42
- Eastbound I-84 near MP 63
- Eastbound I-84 near MP 86
- Eastbound I-84 near MP 103
- Eastbound I-84 near MP 260
- Eastbound I-84 near MP 303
- Eastbound I-84 near MP 375
- Westbound I-84 near MP 46Westbound I-84 near MP 88
- Westbound I-84 near MP 106
- Westbound I-84 near MP 211
- Westbound I-84 near MP 263
- Westbound I-84 near MP 306

Existing VMSs will be integrated as part of the Oregon I-84 Communications Network project.

Areas Affected: I-84 (Oregon) MP 16 to MP 375

Benefits: Travelers will receive real-time traffic status, weather, and road conditions to

improve safety and reduce incidents.

Estimate: This project will cover 12-24 months (see phasing schedule). The budgetary

estimate is summarized on the following page.

Task/Materials	Total Estimate	Base System (7 VMS)	Additiona Units	l cost/ Unit
Preliminary Design	\$185,000	\$185,000		
Plans, Specifications and Estimates	\$695,000	\$245,000	8	\$55,000
Construction 8 Equipment	\$2,945,000	\$1,385,000	8	\$195,000
Construction Engineering	\$605,000	\$285,000	8	\$40,000
System Integration, Testing & Training	\$85,000	\$45,000	8	\$5,000
Project Subtotal	\$4,505,000	\$2,145,000	\$2,360,000	\$295,000
Contingency	\$1,365,000	\$645,000	\$720,000	\$90,000
Project Total	\$5,870,000	\$790,000	\$3,080,000	\$385,000
Maintenance (5 years)	\$100,000	0	5	\$20,000

Issues:

A policy will need to be developed among Idaho, Washington, and Oregon to share messages on their respective VMSs.

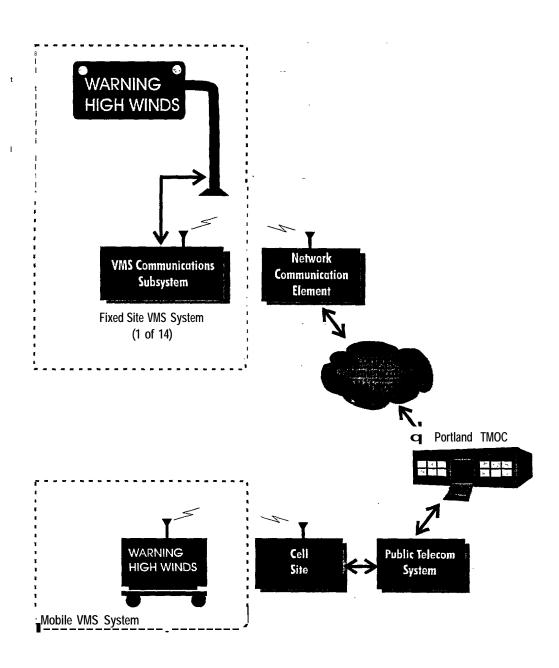


Figure 5.3-1 VMS Connection to Portland TMOC

5.4 Project Title: Oregon I-84 Road-Weather Information System (RWIS)

Description:

This project will install RWIS stations along I-84 at five- to seven-mile intervals (see Figure 3.0-2 and Figure 3.03) and integrate the RWIS stations into the Oregon I-84 Communictaions Network, the appropriate ODOT District offices, and the Portland TMOC. Road and bridge ice sensors will be included where appropriate. Video cameras will be included with new RWIS stations and video cameras will be added at existing RWIS stations. Ten stations are recommended between MPs 6 and 120, and 17 stations are recommended between MPs 210 and 377. The RWIS will consist of the following components:

- Road ice sensors subsystem
- Weather-station subsystem
- Video subsystem
- Controller subsystem
- Communications subsystem

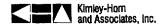
Each RWIS will collect and process micro-climate weather and local road condition information. When ice, rain, or high winds are detected, the RWIS Controller Subsystem will format a message and send it to the Portland **TMOC (see Figure 5.4-I).** Operators in the TMOC will send advisories to appropriate VMS, HAR, and HAT systems. The TMOC will automatically pass the advisories on to the Vancouver, Yakima, and Boise TOCs and the Advanced Traveler Information System. Weather information will also be available to maintenance and law enforcement personnel.

Areas Affected:

I-84 (Oregon) MP 6 to MP 377.

Benefits:

Realize reduced risk of incidents on I-84 roads and bridges. More timely dissemination of traveler warnings via HAR, HAT and VMS. Better use of road maintenance resources.



This project will cover 24 months (see phasing schedule). The budgetary estimate is summarized below:

Task/Materials	Total Estimate	Base System (2 Units)	Addition a	ıl Cost/Unit
Preliminary Design	\$260,000	\$135,000	25	\$5,000
Plans, Specifications and Estimates	\$185,000	\$60,000	25	\$5,000
Construction & Equipment	\$1,780,000	\$155,000	25	\$65,000
Construction Engineering	\$425,000	\$50,000	25	\$15,000
System Integration, Testing & Training	\$340,000	\$90,000	25	\$10,000
Project Subtotal	\$2,990,000	\$490,000	\$2,500,000	\$100,000
Contingency	\$900,000	\$150,000	\$750,000	\$30,00C
Project Total	\$3,890,000	\$640,0	0 \$3,250,00	0 \$130,00C
Maintenance (5 years)	\$100,000	0	5	\$20,00C

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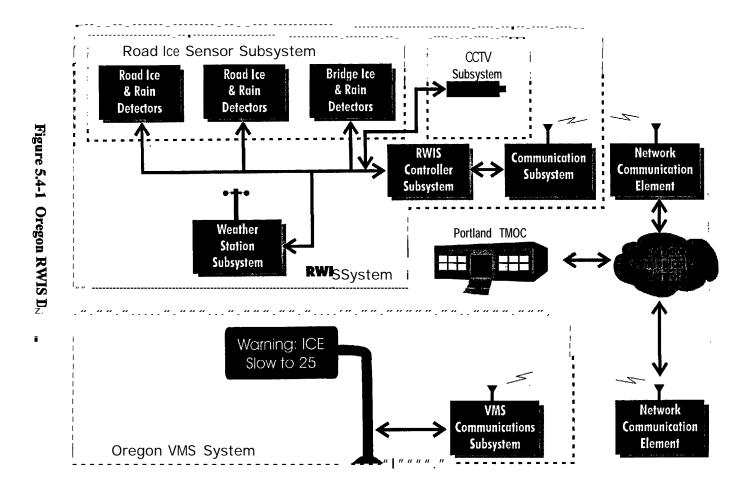
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5.5 Project Title: Oregon I-84 Bridge Overheight and Overweight Detection System

Description:

This project will implement overheight and overweight detection systems on the Oregon side of the bridges at Cascade Locks, Hood River, and The Dalles. Preliminary locations for overheight and overweight detector systems are near the following mile posts (see Figure 3.0-2):

- Eastbound I-84 near MP 44 (Cascade Locks)
- e Eastbound I-84 near MP 64 (Hood River)
- Eastbound I-84 near MP 87 (The Dalles)
- Westbound I-84 near MP 44 (Cascade Locks)
- 0 Westbound I-84 near MP 64 (Hood River)
- Westbound I-84 near MP 87 (The Dalles)

The overheight and overweight system consists of a detector subsystem, a driver warning subsystem, a TOC notification subsystem and a controller (see **Figure 4.9-1).** Upon detection of an overheight or overweight situation, signs are illuminated to warn drivers not to proceed over the bridge and warn other drivers of the conditions. This project will integrate the overheight and overweight detection systems with the Oregon I-84 Communications Network. A message is sent to the Portland TMOC and the local DOT district office of the potential situation for appropriate monitoring. Information about potential overheight and overweight violations will be shared between the Portland and Vancouver TOCs. Ideally, this project should be accomplished in conjunction with the Washington Bridge Overheight and Overweight Detection System.

Areas Affected:

I-84 (Oregon) MP 49 to MP 87.

Benefits:

Reduced risk of incidents on the bridges. Reduced risk to other drivers due to real-time notification of an incident to the Portland TMOC and disseminated traveler warnings if an incident occurs via HAR, HAT and VMS.

This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized below.

Task/Materials	Total Estimate
Preliminary Design	\$60,000
Plans, Specifications and Estimates	\$80,000
Construction & Equipment	\$365,000
Construction Engineering	\$85,000
System Implementation, Integration, Testing & Training	\$55,000
Project Subtotal	\$645,000
Contingency	\$195,000
Project Total	\$840,000
Maintenance (5 years)	\$40,000

Issues:

The I-84 Bridge Overheight and Overweight Detection project should be accomplished in conjunction with the similar system in Washington.

5.6 Project Title: Oregon I-84 Kiosk

Description:

This project will implement nine traveler information kiosks along I-84. Preliminary locations for the kiosks are major truck stops at the following mile posts:

- Eastbound I-84 near MP 17
- Eastbound I-84 near MP 3 1
- Eastbound I-84 near MP 104
- Westbound I-84 near MP 202
- Westbound I-84 near MP 262
- Westbound I-84 near MP 305
- Westbound I-84 near MP 353
- Westbound I-84 near MP 376
- Portland Airport

The kiosks will provide road conditions/status, weather, tourist information, yellow pages, and advisories. In addition, the kiosks will provide the capability to add features such as reservation services and traveler services from other regions. Part of this project will be to coordinate with the Advanced Traveler Information System so that information is provided to the kiosks from that system.

Areas Affected: I-84 (Oregon) MP 17 to MP 376, and the Portland Airport.

Benefits: Travelers will benefit from electronic yellow page information, reservation

services, notices of special events, and other tourist services.

Estimate: This project will cover 18-24 months (see phasing schedule). The budgetary

estimate is summarized below

Task/Materials	Total Estimate	Base System (3 systems)	Additional Units	Cost/Unit
Preliminary Design	\$20,000	\$20,000		
Plans, Specifications and Estimates	\$25,000	\$25,000		
Construction & Equipment	\$275,000	\$95,000	6	\$30,000
Construction Engineering	\$60,000	\$30,000	6	\$5,000
System Implementation, Integration, Testing & Training	\$85,000	\$55,000	6	\$5,000
Project Subtotal	\$465,000	\$225,000	\$240,000	\$40,000
Contingency	\$130,000	\$70,000	\$60,000	\$3 0,000
Project Total	\$595,000	\$295,000	\$300,000	\$50,000
Maintenance (5 years)	\$50,000		5	\$10,000

Issues: A policy will need to be developed between Idaho and Oregon to share

messages on their respective kiosks.

5.7 Project Title: Multnomah Falls Parking Management System

Description: This project will implement a system that detects parking availability at

Multnomah Falls, provides travelers information about available parking, integrates with the Oregon I-84 Communications Network, and provides information to the Advanced Traveler Information System. The parking management system will consist of three subsystems: parking detection, parking controller, and availability displays. **Figure 5.7-I** shows these elements and how they will relate to the ATIS system once deployed. It is important to note that the parking management system will use the ATIS dissemination capabilities to inform travelers when parking is not available and to suggest alternative locations. ATIS dissemination elements that will be most effective in suggesting alternative locations will be HAR, kiosks, and HAT. Because of their limited message length capability, VMSs may be

limited to providing parking advisories, Automatic parkingmanagement systems are generally low risk, having been proven in Europe and Minnesota.

Areas Affected:

I-84 (Oregon) District 2C area.

Benefits:

Provide travelers with real-time parking availability information at

Multnomah Falls. Provide travelers with alternative tourist sites when parking

facilities at Multnomah Falls are full.

Estimate:

This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized below:

Task/Materials	Total Estimate
Preliminary Design	\$20,000
Plans, Specifications and Estimates	\$25,000
Construction & Equipment	\$75,000
Construction Engineering	\$30,000
System Implementation, integration, Testing & Training	\$60,000
Project Subtotal	\$210,000
Contingency	\$60,000
Project Total	\$270,000
Maintenance (5 years)	\$40,000
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Issues:

Project will need to be coordinated with past efforts to resolve congestion at the site. Solutions will need to conform to regulations of the Columbia River Gorge Scenic Area.

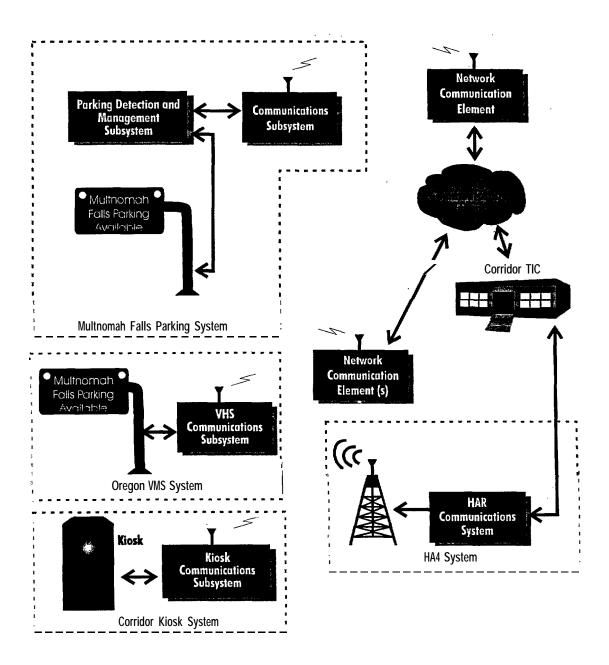


Figure 5.7-l. Multnomah Falls Parking Management System and Supporting Systems

6.0 I-84 (Idaho) ITS Projects

There are five recommended I-84 ITS projects for the state of Idaho. Each project is described below.

6.1 Project Title: Boise Area Advanced Traffic Management System (ATMS) Strategic Plan

Description:

This will be a strategic plan to develop the needs and requirements for the Boise area. This phase is recommended to determine the nature and scope of the system. Issues to be evaluated include:

- Traffic management
- Incident management
- Traveler information service provider functions
- Integration of highway field devices
- Corridor coordination

The study will include an analysis of the area's needs, development of an architecture that reflects potential solutions, an estimate for budgeting purposes, and a requirements document. A potential architecture has not yet been developed as part of this report since it will be subject to change until the evaluation of requirements is completed. After the study is complete, a more accurate estimate would be available for the implementation phase. Part of this project would be to coordinate with the Boise Area Communications Integration project so that the communications with the corridor and integration of field devices are a key project element.

Areas Affected:

Boise area of I-84.

Benefits:

ITD and local transportation agencies will have a clear understanding of the type of ATMS that is required to meet its present and future needs. A realistic estimate will be provided for the implementation of the ATMS.

This project will cover 6-12 months (see phasing schedule). An estimate of the strategic plan is provided below, and an estimate for the implementation will included as part of the ATMS study deliverables.

Task/Materials	Total Estimate
Support by Corridor System Manager	\$10,000
Needs/Requirements/Architecture Design	\$75,000
Plans, Specifications, and Estimates	\$15,000
RFP support	\$5,000
System Management	\$55,000
Documentation	\$10,000
Project Subtotal	\$170,000
Contingency	\$50,000
Project Total	\$220,000

Issues:

None identified.

6.2 Project Title: Boise Area Communications Integration

Description:

This project will implement the communications network in the Boise area and link it with the Oregon I-84 Communications Network (ste Figure 6.2-1). The project will also integrate all I-84 device with the communications network (see Figure 3.0-3 for existing devices) and the Boise ATMS. As recommended in the ITS Communications Assessment Technical Memorandum, a SONET microwave network with a fully open architecture is the most cost-effective solution. Fiber optics will also be considered as an alternative if economically feasible. Fiber optics will also be considered as an alternative if economically feasible. Part of this project will be to coordinate with the Boise Area ATMS Strategic Plan and the Corridor System Manager to ensure that communications with the corridor and integration of field devices are a key project element.

AreasAffected:

Boise area of I-84.

Benefits:

Travelers and agencies in the Boise area will benefit from real-time information on road and traffic situations.

This project will cover 12-24 months (see phasing schedule). Note that a five-year maintenance task was estimated. The budgetary estimate is summarized below.

Task/Materials	Total Estimate
Preliminary Design	\$70,000
Plans, Specifications and Estimates	\$95,000
Construction & Equipment	\$380,000
Construction Engineering	\$95,000
System Implementation, Integration, Testing & Training	\$100,000
Project Subtotal	\$740,000
Contingency	\$225,000
Project Total	\$965,000
Maintenance (5 years)	\$60,000
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Issues: None identified.

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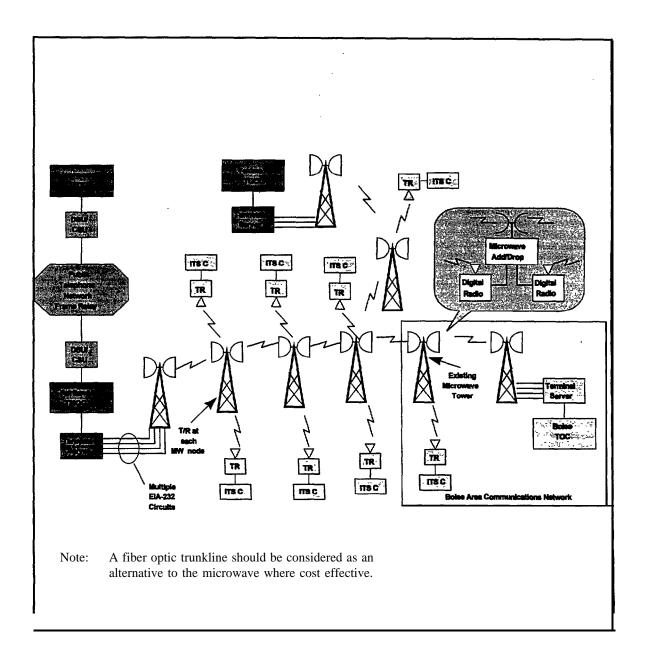


Figure 6.2-1 Boise Area Communications Integration

6.3 Project Title: Idaho I-84 Variable Message Sign (VMS) Deployment

Description:

This project will install three permanent VMS signs to provide messages for congestion, weather, road conditions, and recommended diversions, and one portable VMS sign for special situations (events, and construction). This project will also integrate the VMS signs with the Boise Area Communications Network and the Boise ATMS. The portable VMS will be connected to the Boise ATMS via wireless-(most likely cellular). Preliminary locations for the three permanent signs are **(see Figure 3.0-3):**

- Eastbound I-84 near MP 47
- Westbound I-84 near MP 48
- Westbound I-84 near MP 60

The Idaho Transportation Department (ITD) will be able to coordinate messages with the VMS sign being installed in Oregon at eastbound I-84 near MP 375.

Areas Affected:

I-84 (Idaho) MP 47 to MP 60.

Benefits: Travelers will receive real-time traffic, weather, and road advisories to improve safety and reduce incidents.

Estimate:

This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized below. The base system consists of three VMS units, and an additional unit is recommend, which can be implemented in conjunction with the base system for an additional \$385,000.

Task/Materials	Total Estimate	Base System (3 VMS)	Additional Units	Cost/Unit
Preliminary Design	\$60,000	\$60,000		
Plans, Specifications and Estimates	\$215,000	\$155,000	1	\$60,000
Construction & Equipment	\$685,000	\$490,000	1	\$195,000
Construction Engineering	\$150,000	\$110,000	1	\$40,000
System Integration, testing & training	\$60,000	\$55,000	1	\$5,000
Project Subtotal	\$1,170,000	\$870,000	\$300,000	\$300,000
Contingency	\$350,000	\$260,000	\$90,000	\$90,000
Project Total	\$1,520,000	\$1,130,000	\$390,000	\$390,000
Maintenance (5 years)	\$60,000	0	5	\$10,000

Issues:

A policy will need to be developed between Idaho and Oregon to share messages on their respective VMS signs.

4.4 Project Title: Idaho I-84 Kiosk

Description: This project will implement traveler information kiosks at the Boise Airport, a

truck stop near MP 53, and at the rest stop near MP 2 in Idaho (see kiosk system **in Figure 5.7-1).** The kiosks will provide road conditions/status, weather, tourist information, yellow pages, and advisories. In addition, the kiosks will provide the capability to add features such as reservation services and traveler services from other regions. Part of this project will be to coordinate with the Advanced Traveler Information System so that information is provided to the kiosks from that system. These kiosks will also

be able to share information with the kiosk near Ontario, Oregon.

Areas Affected: 1-84 in western Idaho and the Boise area.

Benefits: Boise area travelers will receive real-time information on traffic status.

weather, and road conditions to improve safety and reduce incidents. Travelers will also receive additional traveler services (yellow pages,

reservations, special event notices, optional tourist sites, etc.).

Estimate: This project will cover 12-24 months (see phasing schedule). The budgetary

estimate is summarized below.

Task/Materials	Total Estimate
Preliminary Design	\$20,000
Plans, Specifications and Estimates	\$25,000
Construction & Equipment	\$90,000
Construction Engineering	\$30,000
System Implementation, Integration, Testing & Training	\$55,000
Project Subtotal	\$220,000
Contingency	\$65,000
Project Total	\$285,000
Maintenance (5 years)	\$15,000
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Issues:

Develop a policy between Idaho and Oregon to share messages on their respective kiosks. Determine source of kiosk control (only if there is not a TOC in Boise).

6.5 Project Title: Idaho Road Weather Information System (RWIS) Upgrade

Description: This project will upgrade existing RWIS sites in the Boise area to include

closed circuit television (CCTV) at each site and support the integration of RWIS sites with the Boise Area Communications Network. The actual integration into the network will be accomplished as part of the Boise Area Communications Network project. It is anticipated that the RWIS will add CCTV and a controller to the existing equipment. The controller will provide the interface to the network, the Boise TOC, and to the CCTV equipment.

Areas Affected: I-84 (Idaho) MP 17 to MP 60.

Benefits: ITD would add video surveillance to the area at a reduced cost by using the

RWIS sites.

Estimate: This project will cover 12-24 months (see phasing schedule). Most of the

work will occur during the implementation phase. Budgetary estimates are

summarized below:

Task/Materials	Total Estimate	Base System (2 Units)	Additional Units	Cost Unit
Preliminary Design	\$45,000	\$25,000	4	\$5,00 0
Plans, Specifications and Estimates	\$45,000	\$25,000	4	\$5,00 0
Construction & Equipment	\$125,000	\$45,000	4	\$20,00 0
Construction Engineering	\$40,000	\$20,000	4	\$5,00 0
System Integration, Testing & Training	\$90,000	\$50,000	4	\$10,00 0
Project Subtotal	\$345,000	\$165,000		\$45,00 0
Contingency	\$90,000	\$50,000		\$10,00 0
Project Total	\$435,000	\$215,000	\$200,000	\$55,00 0
Maintenance (5 years)	\$50,000	0	5	\$10,00 0

Issues: This project will need to be closely coordinated with the Boise Area TOC and

Boise Area Communications Network Integration project in order to finish

integration activities.

7.0 Corridor-Wide ITS Projects

Below are descriptions for three recommended-corridor-wide projects. Cost estimates for manhours are averaged for budgetary purposes in 1997 dollars.

7.1 Project Title: Idaho, Oregon, Washington ITS Coordination Committees

Description:

The ITS Coordination Committee effort will establish working committees of representative agencies from Idaho, Oregon, and Washington to ensure interoperability of the system and coordinate the deployment of ITS projects for the corridor. Two committees (Corridor Steering Committee and Technical Advisory Committee) will be established and will serve as the reviewing entities for selection of corridor-wide contracts, as well as provide approval for ITS projects (including equipment purchases, communications design, etc.) that require coordination, implementation, and sign-off approvals from the three states. It is recommended that these committees also prepare and coordinate funding requests for ITS projects. These committees would also address issues such as the use of common communications protocol and the requirement to deploy systems that are "year 2000 compliant."

The Corridor Steering Committee should include, at a minimum, one representative from each state DOT and one representative from each state patrol. The purpose of this committee will be to provide approval and review functions for the various corridor-wide projects and programs. It is recommended that the Steering Committee meet twice per year and rotate meeting locations among states. It is recommended that the second committee, the Technical Advisory Committee (comprised of the Steering Committee with additional representatives from regional DOT offices and MPOs of Vancouver, Portland, and Boise), meet four times per year to provide selection and ongoing oversight of the corridor-wide ITS projects. Meeting locations should also be rotated. Representatives of the Technical Advisory Committee might also be on the selection committees for various state-sponsored ITS projects. It is recommended that both of these committees remain intact throughout the ITS implementation phase (1997-2007), as this proposed structure would provide a natural flow of feedback to the coordinating committees, the corridor System Manager, and contractors.

Areas Affected:

The complete corridor.

Benefits:

The committees would provide a very natural means to work on issues that cover the entire corridor, including common standards, scheduling of integration tasks, etc.

This project would require agency staffing over the ten-year period for committees. An annual budget for direct committee-related work is presented below.

Task/Materials	Total Estimate
Monthly meetings (Corridor Steering Commit&e)	\$30,000
Meetings (Technical Advisory Committee)	\$20,000
Corridor ITS selection activities	\$15,000
Advance review of documents	\$5,000
Meeting preparation and follow up	\$5,000
Meeting notes and announcements	\$5,000
Travel costs	\$15,000
Subtotal	\$90,000
Contingency	\$25,000
Annual Budget	\$115,000

Issues:

The key issues would include gaining support from upper management of the involved agencies to provide the resources (personnel and travel expenses) and continuity of personnel over the ten year period. The committees should ensure that all systems and equipment should be year 2000 compliant.

7.2 Project Title: Corridor Coordinated System Design and System Manager

Description:

The purpose of this project is to design an integrated system for the corridor, provide preliminary design and scoping for many of the related corridor ITS projects, and serve as the System Manager during the detailed design and implementation phase. The system should be designed using open systems concepts and standards to encourage multiple vendors and to reduce the overall implementation and maintenance costs. It is recommended that this project be divided into three phases. Phase one is the preliminary systems design phase where the design focuses on one integrated system. Where possible, all interfacing should follow NTCIP and ITIS protocol standards. (The exception may be where existing equipment uses a non-compatible standard; however, in these cases a communications protocol converter may be desirable to keep the central systems operating with standard protocols.) Once the overall system is designed and approved, phase two will be to develop the plans, specifications, and estimates, and RPPs for the implementation projects. Phase two and phase three will overlap. Phase three will be to provide technical assistance, construction inspection, sub-system

integration support, subsystem acceptance support, and system management support. Subsystem acceptance support will include the development of a network simulator that the System Manager will use id-factory acceptance and field acceptance testing. By providing a simulator, acceptance test costs decrease and the network interface standards will be assured. Acceptance should require that the subsystem has met all requirements, including full integration with the overall system. This project should continue for a minimum of five-years to provide consistency in oversight, integration support and acceptance of subsystems scheduled later in the phasing.

The System Manager project provides technical continuity for all of the projects. The projects require scoping and implementation phases. It is recommended that funding be sought for the projects in two applications. The first application will support the scoping phase. The second application will support the implementation phase and will be made after the scoping phase. The scoping phase will provide needs assessment, architecture development, scoping of system and upgrade requirements, interface definition, generation of PS&Es and help develop the RFPs. It is recommended that contracts be broken up using a system manager/implementation approach. The consultant who develops the scope (it is recommended that one corridor-wide system manager do this) would continue with the responsibilities to monitor the implementation contractor for technical compliance. This will ensure compliance with corridor standards. The implementation contractors would have the responsibility to provide a detailed design, implement the design and integrate the system into the appropriate communications network and TOC. The corridor-wide System Manager should provide support for the integration.

Areas Affected:

The complete corridor.

Benefits:

This project is the means by which all ITS projects in the corridor become an integrated system. The System Manager will also enforce the use of standards (such as OSI and NTCIP) and year 2000 compliance, thus reducing the capital and maintenance costs.

This project will cover up to 10 years (see phasing schedule shown in **Figure 8.0-1).** The general budgetary estimate is summarized below. Most of the projects have an element that the System Manager would do and are not included below. The total for the general tasks and those scoping tasks completed in other projects by the System Manager is \$4,067,400.

Task/Materials .	Total Estimate
Needs/Requirements Assessment	\$140,000
Overall System Design	\$125,000
System Manager Activities	\$1,435,000
Network Simulator Development	\$130,00tl
Project Subtotal	\$1,830,000
Contingency	\$455,000
Project Total	\$2,285,000

Issues:

All three states benefit directly from this effort. One contract is recommended to control the quality of the integration. A long-term agreement to combine funds from the three states into one sponsoring agency is recommended; otherwise, the effort to maintain the finding would distract from the goal to implement one integrated system. The System Manager would report to the Corridor Steering Committee for approval of designs and recommendations.

An agency or individual needs to take ownership of this concept to get the states together to continue with the momentum developed in this corridor study.

7.3 Project Title: Advanced Traveler Information System (ATIS)

Description:

This project will install a Traveler Information Center (TIC) in the Portland TMOC that correlates traffic, road condition, transit, and weather information, and then disseminates "traveler-friendly" information (see Figure 7.3-1). Key traveler dissemination channels may include highway advisory telephone (HAT), highway advisory radio (HAR), variable message signs (VMS), kiosk, the World Wide Web, and private companies. Integration of the ATIS with corridor communications networks would be part of this effort. It is recommended that this project be run in advance with the kiosk projects (see Figure 3.0-2 and Figure 3.03 for kiosk locations). Installation of the HAT and HAR will also be accomplished as part of this project. The Advanced Traveler Information System will focus information and support services to

users (see **Figure** 7.3-2). Users of information include travelers along the corridor, potential travelers planning a trip on the corridor and agencies that provide services. This system provides the following key services and features:

- Dissemination of Multnomah Falls parking information and options
- Road congestion and status information
- Weather information
- Dissemination control to kiosk system
- Dissemination control to HAR system
- Interface with TOCs
- Yellow pages (optional)
- Must be easy to expand collection and dissemination elements
- Operators must be able to configure the system for adding/deleting elements
- Connects with other ATIS systems
- Provides standard ATMS interface for connection with TOCs
- Provides interface with other Information Service Providers (ISP) for future expansion
- Provides means to expand via Value Added Resalers (VAR) for revenue generation opportunities
- Must be expandable to include future dissemination channels like Internet., Community Access Television (CATV), HAT, etc.

The Advanced Traveler Information System must be compatible with International Traveler Information Standards (ITIS) and NTCIP/Class E standards to reduce maintenance and future costs of expansion. The Advanced Traveler Information System is where the most growth will be over the next 20 years. This system will require a flexible and open architecture to allow for a wide variety of future business plans, new technology for dissemination, and expansion of collection sources. This project will provide the potential of revenue generation capabilities.

Areas Affected: Corridor-wide, Por

Corridor-wide, Portland (for the TIC site).

Benefits:

Travelers receive coordinated, real-time traffic, transit, weather, and road status information.

This project will cover 18-24 months (see phasing schedule). Note that a five-year maintenance task is also estimated. Operations for HAR and HAT is only needed for one dissemination channel and covers both. The general budgetary estimate is summarized below.

Task/Materials	Total Estimate	Base System	Additional Units	cost/ Unit
Preliminary Design	\$105,000	\$105,000	0	\$C)
Plans, Specifications and Estimates	\$185,000	\$185,000	0	\$C)
Construction	\$130,000	\$130,000	0	\$C)
Construction Engineering	\$170,000	\$170,000	0	\$C)
System Implementation, Integration, Testing, Training & Equipment	\$795,000	\$725,000	1	\$70,001)
HAT Implementation/Operation	\$35,000	N/A	1	\$35,000
HAR Implementation/Operation	\$275,000	N/A	1	\$275,000
Project Subtotal	\$1,695,000	\$1,315,000		\$380,000
Contingency	\$510,000	\$395,000		\$115,000
Project Total	\$2,205,000	\$1,710,000		\$495,000}
Maintenance for 5 years	\$125,000	0	5	\$25,000)

Issues:

All three states will benefit directly from this effort. One contract is recommended to control integration quality, and as such, a long-term means to combine funds from the three states through one sponsoring agency will be required; otherwise, the effort to maintain the funding will distract from the goal to implement one integrated system and will be more expensive.

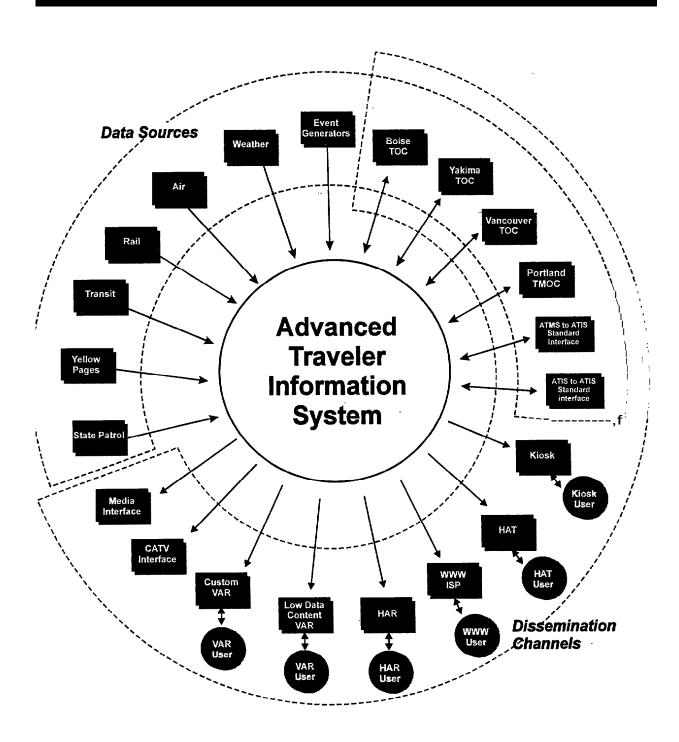


Figure 7.3-1 Advanced Traveler Information Systems Interface

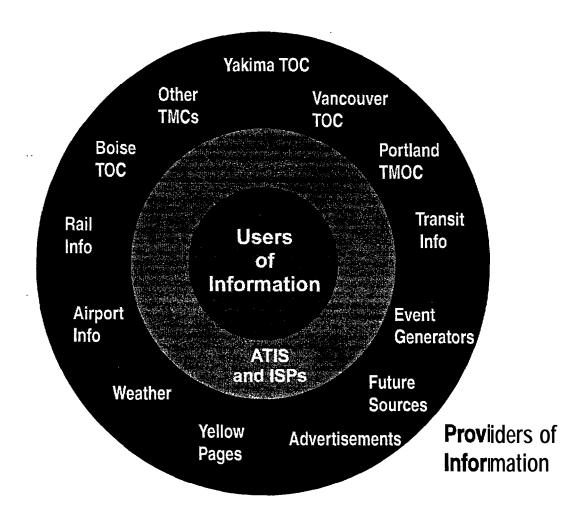


Figure 7.3-2 Advanced Traveler Information Systems Focus

8.0 Project Dependencies and Priorities

Project dependencies and priorities are identified in**Table 8.0-1**. These priorities have been established based primarily upon schedule and data dependency logic**Priority A** projects are the highest priority and will require organizational functions to facilitate implementation**Priority B** projects will need to be in place in order for other projects to work or be effective in dissemination.

Priority C projects will be needed by other projects and will need related projects to provide quality information. **Priority D** projects will be independent projects, but will need othersto fully disseminate their information. **Priority E** projects will be entirely dependent on other projects to even operate. A Project Prospectus is included in the Appendix for projects that are expected to be programmed in the near term.

Table 8.0-1 Recommended Project Priorities

	Relationship to In-	Relationship to		Project
Project Name	state ITS Projects	Corridor ITS	Priority	Prospectus
		Projects		in Appendix
Vancouver SR- 14	Collects traffic and road	Links to corridorwide	C	~
Corridor TOC	condition data for the	ATIS and to other TOCs		
Project	Vancouver area, correlates	via communications		
	data for dissemination.	network		
Yakima SR-14/I-	Collects traffic and road	Links to corridorwide	С	<
82 Corridor TOC	condition data for the	ATIS and to other TICs		
Project	Yakima area, correlates data	via communications		
	for dissemination.	network,		
Vancouver	Links most sensors in South	Links to ATIS and main	В	<
(Southwest	Central Region to the	trunk of communications		
Region)	Vancouver TOC and links	network, must be in		
Communications	dissemination elements.	place for Vancouver		
Integration Project		TOC to be effective.		
Yakima (South	Links most sensors in South	Links to ATIS and main	В	✓
Central Region	Central Region to the	trunk of communications		
communication	Yakima TIC and links	network, must be in		
Network, Spur and	dissemination elements.	place for Yakima TOC		
Integration Project		to be effective		

Project Name	Relationship to Instate ITS Projects	Relationship to Corridor ITS Projects	Priority	Project Prospectus in Appendix
SR-14 RWIS	Collects local data for local TOCs	Dependent on communications network to communicate to TOCs	С	•
SR-14 VMS Deployment	Dependent on TOCs and communications networks to be effective.	Can share messages from other TICs and ATIS via the communication link.	D	•
SR-14 Rockfall Detection and Warning System	Can operate independent of others. Nees communications network to connect to TOCs.	Provides data to ATIS via the TOCs and communications networks	E	•
SR-14 Tunnel Overheight Detection System	Can operate independent of others. Needs communications network to connect to TOCs.	Needs communication link to provide data to ATIS and other elements.	D	~
SR-14 Bridge Overheight and Overweight Detection System	Can operate independent of others. Needs communications network to connect to TOCs.	Needs communication link to provide data to ATIS and other elements.	D	•
Tri-Cities Area Port of Entry Upgrade	Can operate independent of others. Needs communications network to connect to TOCs.	Needs communication link to provide data to ATIS and other elements.	D	•
Portland I-84 Corridor TMOC Expansion	Collects traffic and road condition data for the Portland area, add-on to existing TMOC.	Links to corridorwide ATIS and to other TOCs via communications network.	С	•

Project Name	Relationship to In- state ITS Projects	Relationship to Corridor ITS Projects	Priority	Project Prospectus in Appendix
Oregon I-84 Communications Network Integration	Links sensors in I-84 to the Portland TMOC and links dissemination elements, this is the main trunk of the communications network.	Links to TIS, must be in place for Portland TMOC to be effective along I-84.	В	~
Oregon I-84 VMS Deployment	Dependent on TOCs and communications networks to be effective.	Can share messages from other TOCs and ATIS via the communication link.	С	~
Oregon I-84 RWIS	Collects local data for local TOCs	Dependent on communications networks to communicate to TOCs to be most effective.	С	~
Oregon I-84 Bridge Overheight and Overweight Detection System	Operates independent of others. Needs network to connect to TOCs.	Needs communication link to provide data to ATIS and to other elements.	D	*
Oregon I-84 Kiosk	Must have the ATIS system and communication network to function	Other collection systems that feed into the TICs and ATIS provide data for kiosks.	Е	~
Multnomah Falls Parking Management System	Can operate independently.	Needs Oregon communications network and ATIS provide areawide data.	D	~
Boise I-84 Corridor ATMS Strategic Plan	Must have communications to communicate with sensors and VMS in Boise area.	Must precede TOC project to provide details on VMS, kiosk, and sharing of Idaho sensor data.	В	•

Project Name	Relationship to Instate ITS Projects	Relationship to Corridor ITS Projects	Priority	Project Prospectus in Appendix
Boise Area Communications Integration Project	Links sensors in I-84 to the Boise TOC and links dissemination elements, (part of the main trunk of network).	Links to ATIS, must be in place for Boise TIC to be effective along I-84.	В	•
Idaho I-84 VMS Deployment	Dependent on TOCs and communications networks to be effective.	Can share messages from other TOCs and ATIS via the communication link.	D	>
Idaho I-84 Kiosk	Must have the ATIS system and communications network to function.	Other collection systems that feed into the TOCs and ATIS provide data for kiosks.	Е	~
Idaho RWIS Upgrade	Collects local data for local TOCs.	Depends on communications networks to communicate to TOCs.	С	•
Washington, Oregon, Idaho ITS Coordination Committees	Oversight responsibilities for other projects.	Provides for coordination of efforts for all projects	A	
Corridor System Manager	System design, generation of PS&Es, develop RFPs for the other projects.	Enforces interoperability standards and oversees system design and integration.	A	
Advanced Traveler Information System (ATIS)	Need input from local TOCs.	Needs communications networks to communicate, TOC data also required to provide broad coverage.	С	•

Because of the project dependencies it is suggested that projects follow the phasing shown on **Figure 8.0-1.**

Phasing of the projects will allow for critical elements to be in place at the right time to support or expand the capabilities of related projects. For instance, data collection projects (TOCs) will be needed prior to the corridor-wide ATIS project. The ATIS project is needed prior to the kiosk projects.

No project is specified for the Boise area TOC, but phasing has been added assuming-that some form of TOC will occur. The nature of the Boise TOC will be determined as part of the Boise Area ATMS Strategic Plan.

Periodic check points are recommended and shown in the schedule on the following page (**Figure 8.0-1**). The purpose of these checkpoints will be to review the goals of the plan and evaluate current priorities and technology and how they affect the plan.

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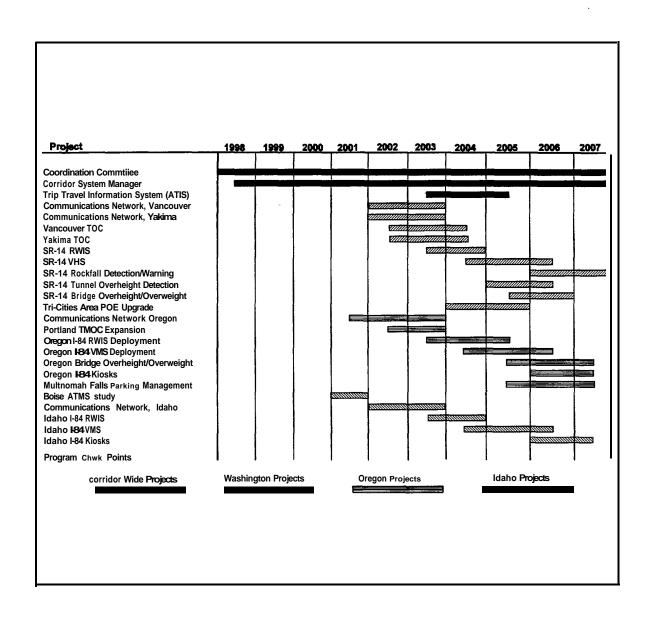


Figure 8.0-1 Recommended Corridor Project Phasing

9.0 Project Estimate Summary

Table 9.0-1 is a summary of the project total estimates. The estimates include base system, options and maintenance where appropriate and are intended to be used for long-range phasing purposes. Details are provided in the respective sections indicated in the first column. The Idaho, Oregon, Washington ITS Coordination Committees project is provided as an annual budget and this will need to be multiplied by the number of years (seven are recommended) the committees are to be in place.

Table 9.0-1 Summary of Project Estimates

Section	Project Name	Washington	Oregon	Idaho	Corridor Wide
4.1	Vancouver SR- 14 Corridor TOC	\$1,700,000			
4.2	Yakima SR-14/I-82 Corridor TOC	\$1,405,000			
4.3	Vancouver (Southwest Region) Communications Integration	\$1,090,000			
4.4	Yakima (South Central Region) Communication Network, Spur, and Integration	\$800,000			
4.5	SR-14 RWIS	\$1,300,000			
4.6	SR- 14 VMS Deployment	\$3,325,000			
4.7	SR- 14 Rockfall Detection and Warning System	\$1,080,000			
4.8	SR-14 Tunnel Overheight Detection System	\$425,000			
4.9	SR-14 Bridge Overheight and Overweight Detection System	\$880,000			

Section	Project Name		Oregon	Idaho	Corridor Wide
4.10	Tri-Cities Area POE	\$1,615,000			
5.1	Portland 1-84 Corridor TMOC Expansion		\$1,455,000		
5.2	Oregon 1-84 Communications Network Integration		\$3,250,000		
5.3	1-84 VMS Deployment	_	\$5,970,000		
5.4	Oregon I-84 RWIS	_	\$3,990,000		
5.5	Oregon 1-84 Bridge Overheight and Overweight Detection System		\$880,000		,
5.6	Oregon 1-84 Kiosk	_	\$645,000		
5.7	Multnomah Falls Parking Management System		\$310,000		
6.1	Boise 1-84 Corridor ATMS Strategic Plan			\$220,000	
6.2	Boise Area Communications Integration			\$1,025,000	Ė
6.3	I-84 VMS Deployment			\$1,580,000	
6.4	Idaho I-84 Kiosk			\$300.000 I	
6.5	Idaho RWIS Upgrade			\$485,000	
7.1	Idaho, Oregon, Washington ITS Coordination Committees	I	I .		\$115,000



Section	Project Name	Washington	Oregon	Idaho	Corridor Wide
7.2	Corridor Coordinated System Design aud System Manager				\$2,285,000
7.3	Advanced Traveler Information System (ATIS)				\$2,330,000
	Subtotals	\$13,620,000	\$16,500,000	\$3,610,000	\$4,730,000
	Total				\$38,460,000

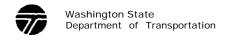
Appendix

Project Prospectus Forms

Commence of the second



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WIN		SR	TITLE(WIN)	VA	NCOUVER	SR-14 CORRI	DOR TR	RAFFIC OF	PERA	TIONS CENTER (гос)	
		14	TYPE OF WORK	int	elligent Tra	nsportation S	ystem C	Componen	ıt		1	
		PIN	FUNCTIONAL CLA	NSS		NHS STATUS	REGIO	N	DAT	E FORM REVISE0	REVISI	ON NO
			Principal Arte	rial		NHS	Sout	hwest		Ī		
KP		END KP		NGTH,		PAVING LENGTH.	Lane K	M		Need for Right-	of-Way?	
MP		NP_						iles		Yes No	X Ur	determined
					1							
STATEME	NT OF	DEFICIENCY	OR BENEFIT:		Is this de	eficiency add	ressed i	in the 20	year	System Plan?	Yes	No
managem	nent al	long the corri	dor. This pro	ject will	provide n	nore accura	ite and	timely in	nform	nd improved inconation to drivers information on	s, thus i	
ROADWAY	GEOM	ETRIC DATA	EXISTING	PF	ROPOSED	STANDARI	os	 = -	Desi	gn Year Date		
TOTAL NO THI	ROUGH L	ANES										
NO LANES TH	IS PROPO	SAL								CURRENT	DESIGN	YEAR
LANE WIDTH		ft/meter	1	1				(1995) ADT: <u>5600*</u>				
SHOULDER WI	DTH LT.	ft/meter	1	/		1		TRUCK %: 10-55				-
SHOULDER WI	DTH RT.	ft/meter	1	/				*weighted average; range = 800 - 47				,000
ROADWAY WID	тн	ft/meter	1		1	1						
AUX LANE LEN	IGTH	miles/KM			/	1		E	Eligible	e for Federal Aid	X Ye	sNo
AUX LANE WID	TH	ft/meter	1		1	/				Other Partner?	Ye	sNo
MEDIAN WIDTH	ł	ft/meter	1		1	1						
PROPOSE	DSTR	ATEGY								· · · · · · · · · · · · · · · · · · ·		
PIN	%	Sub-Program/0 SR: Begin to Er		Descript	ion							
		SR Begin MI	P End MP	TOC w and lin South the pot and im followin	ith the corr k the TOC west Region tential of in- prove the hang services or with corr	ridor commur with the othe n's SR-14 fiel cidents, prov nighway traff	nication er corric Id devic vide cor ic flow nagemention from	s network dor TOC. es, coord ntrol for v in the are nt; Emerg n the oth	c and The p linate ariab a. Th ency er ce	perations Center integrate appropurpose of the TO e emergency man ele Wancouver TOO management; arnters.	oriate fied OC is to lagemer (VMS) m C will pro	ld devices, monitor nt, reduce essages, ovide the
REGIONAL AD	MINISTR <i>A</i>	ATOR		<u> </u>							DATE	
OSC DESIGN (DATE	
SERVICE CEN	ITER COM	MMENTS										
OSC DROCDA	NA NANIA	CEMENT ADDROVAL					_	•			DATE	

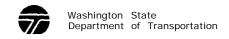


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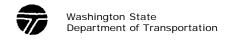
WiN	S R 14(1)	TITLE(WIN)				ERATIONS CENTER (TO	OC)			
	82 (2)	TYPE OF WORK		sportation Syst	em Component		•			
	PIN	FUNCTIONAL CLAS			REGION	DATE FORM REVISED	REVISION NO			
	1	(1) Principal Arter (2) Interstate	ıaı	NHS	South Central		1			
B EGIN	END	(2) Interstate	ath.	PAVING						
KP	KP		KM		ane KM	Need for Right-of	-Way?			
MP	_ MP_		Miles		e Miles	Yes No _>	(Undetermined			
_	1	•		'		'	_			
STATEMENT OF					-	vear System Plan?	Yes No			
along the corrido	r. This projec	ct will provide	more accurate a	and timely info	ormation to di	improved incident r rivers thus reducing formation on road a	accidents and			
ROADWAY GEOME	TRIC DATA	EXISTING	PROPOSED	STANDARDS		Design Year Date				
TOTAL NO THROUGH LA	NES									
NO LANES THIS PROPOS	SAL					CURRENT [DESIGN YEAR			
NE WIDTH ft/meter /			,	1	(1995) A	(1995) ADT: 2000(1);20,000(2)				
SHOULDER WIDTH LT.					∃ ` `	TRUCK %; 33(1):20(2)				
SHOULDER WIDTH RT	ft/meter	,	1 /		-	(1)=SR 1 4 (2)=SR82				
ROADWAY WIDTH	ft/meter	/	/		1	(1) 311 1 (2) 31				
•		,	,	/	┧ _					
AUX LANE LENGTH	miles/KM		/	/	╡	ligible for Federal Aid	X Yes No			
.AUX LANE WIDTH	ft/meter		/	/_	_	Other Partner?	Yes No			
MEDIAN WIDTH	ft/meter	1	/	1						
PROPOSED STRA	ATEGY									
	Sub-Program/Ca SR: Begin to Er		Description							
This project will implement the Yakima Traffic Operations Center (TOC), interface the TOC with the corridor communications network and integrate appropriate field device and link the TOC with the other corridor TOCs The purpose of the TOC is to monite South Central Region's SR-14 field devices, coordinate emergency management, reduce the potential of incidents, provide control for VMS messages, and improve the highway flow in the area. The Yakima TOC will provide the following services: Traffic management: Emergency management; and will provide the operator with corridor information from the other centers. Project Cost Estimate \$1,205,000 Maintenance Cost (5 years) 200,000										
REGIONAL ADMINISTRAT	TOR						DATE			
OSC DESIGN CONCURRI		_					DATE			
SERVICE CENTER COMM	MENTS:									
OSC PROGRAM MANAGE	EMENT APPROVAL:						DATE			



													J			- 10 -		
WIN	SR		TITLE(WIN		sou	JTHWEST	REGIO	ON COM	MUN	ICATIO	NS IN	ITEC	RATIO	N				
		14	TYPE OF WORK	(inte	lligent Tra	nsporta	ation Sys	stem	Comp	onent					T		
	PIN		FUNCTIONAL (CLASS			NHS ST	ATUS	S REGION			DAT	DATE FORM REVISED			REVIS	ON OIS	
			Principal Ar	erial	rial N				Sou	uthwest	t							
BEGIN		END KP		LENGT	ENGTH.			NG .		1/84			Need 1	for Ri	aht-o	f-Way?		
KP MP		MP_		M	KM Miles					e KM_ Miles _		_			-	X Und	leterm	nined
	_																	
STATEMENT	OF DEFIC	IENCY (OR BENEFIT	:		Is this de	eficienc	cy addre	essed	l in the	e 20 y	ear	System	Plan	?	Yes	No	
All of Southw Traffic status Vancouver are	s, variable	e mess	age sign (V	MS)	contro	ol, weathe	er, and	d road o	conc	ditions	will l	be r	eal-tim	ie. Tł	ne Sl	R-14 a	nd	ed.
ROADWAY GEO	OMETRIC [DATA	EXISTIN	3	PRO	OPOSED	STA	ANDARDS	3			Desi	gn Year	Date				
TOTAL NO THROUG	OTAL NO THROUGH LANES								\neg						-			
NO. LANES THIS PR	LANES THIS PROPOSAL			•					\neg				CURRE	ENT		DESIGN	YEAR	
LANE WIDTH					,			1	\dashv	(19	95) A[ot:	5600°	*				
SHOULDER WIDTH I	LT.	ft/meter	,		,			1	\exists	TRUCK %:10-55								
SHOULDER WIDTH	RT.	ft/meter	,		,			1		*weighted average; range = 800 - 47,000				7 000				
ROADWAY WIDTH		ft/meter	,			1		<u>'</u>	┪						10-0			
AUX LANE LENGTH		miles/KM	,			' ,		1		Eligible for Federal Aid X Yes				•	No			
AUX LANE WIDTH		ft/meter	,				1-	' ,					Other			Yes		_
MEDIAN WIDTH		ft/meter	' ,			'		1	_				•					
			<u> </u>			,	<u></u>											_
PROPOSEDS				1														
PIN %		rogram/C egin to E	• •	D	escription	on												
SR Begin MP End MP SR Begin MP End MP							trunk of set along the sites one Vandrith the the test Co	on I-84 fong SR-14 roject). at Mile Fonders couver Seconders	or the 4 with This Posts SR-1 or fie	e Sout h the o projects 11.9 a 4 Corr eld dev	hwes comm ct also and 1 idor T	t Re unic o in 7.7. OC are o	gion. To cations cludes Part of Project	he pro netwo linking this p t to en hed a	oject ork (t g the oroje isure	will into hose no Strateg ct will b that	egrate ot cov gic Hig oe to	ered ghway
REGIONAL ADMINIS	STRATOR															DATE		
OSC DESIGN CONC	CURRENCE															DATE		
SERVICE CENTER (COMMENTS																	
OSC DROCRAM MA	NIACEMENT A	ADDDON/AT														DATE		

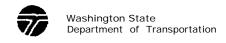


WIN	SR 14(1)	TITLE(WIN)			COMMUNICATION NETWORK, S	PUR, AND INTEGRATION	
	82 (2)	TYPE OF WORK	_	-	stem Component		
	PIN	FUNCTIONAL CLA (1) Principal Arte		NHS STATUS N H S	REGION DATE FORM REVIS	ED REVISION NO	
		(2)Interstate			South Central		
3EGIN.	END	LE	NGTH	PAVING	Nood for	Dight of Mov2	
KP	_ KP_ MP		KM		Laire Kivi	Right-of-Way?	
MP	_ WIF _		Miles		ane Miles Yes _	No X Undetermined	
STATEMENT OF I	DEFICIENCY (OR BENEFIT:	Is this def	iciency addre	essed in the 20 year System Pla	ın? Yes No	
communications trunot covered in the Yakima (WSDOT Sepost 115 (on I-82) Post 167.3: Eastboard Southbound I-	unk on I-84. The Yakima TOC I outh Central Fand the integround SR-14 at -82 at mile pos	ne project will project). The I Region Office) ation of the fo mile post 180 st 112.0. Part	integrate all approp -82 communication . The project also in ollowing existing VM .3; Southbound SR- of this project will b	oriate device is backbone with the backbone with the cludes linkings signs into the coording to coording the coording signs.	In the South Central Region and a salong SR-14 into the community will run from the I-84 connections the Strategic Highway Reseat the communications network: I SR-14 intersection; Northbourate with the Yakima TOC Projectivices are integrated with the salary.	nications network (those on to the Tri-Cities and to arch System site at Mile Eastbound SR-14 at mile and I-82 at mile post 132.2; at to ensure that	
ROADWAY GEOME		EXISTING	PROPOSED /	STANDAR	DS1 Design Year Dat	e	
TOTAL NO THROUGH LA	NES			<u> </u>	_		
NO CANES THIS PROPOS	SAL				CURRENT	DESIGNYEAR	
LANE WIDTH	ft/meter		/	1	(1995) ADT: 2000(1);20,	000(2)	
SHOULDER WIDTH LT	SHOULDER WIDTH LT ft/meter /			<u>/</u>	TRUCK % <u>: 33(1):20(2</u>	<u> </u>	
SHOULDER WIDTH RT	ft/meter	<u>/</u>	<u>/</u>	1	(1)=SR 14	(2)=SR 82	
ROADWAY WIDTH	ft/meter	1	1	1			
AUX LANE LENGTH	miles/KM	1	1	1	Eligible for Federa	I Aid X Yes No	
AUX LANE WIDTH	ft/meter	1	,	1	Other Part	ner?Yes No	
MEDIAN WIDTH	ft/meter	1	7	7			
PROPOSED STRA	ATEGY						
	Sub-Program/C SR: Begin to E	• •	Description				
This project will implement the Yakima Traffic Operations Center (TOC), interface the TOC with the corridor communications network and integrate appropriate field device and link the TOC with the other corridor TOCs. The purpose of the TOC is to monit South Central Region's SR-14 field devices, coordinate emergency management, reduce the potential of incidents, provide control for VMS messages, and improve highway flow in the area. The Yakima TOC will provide the following services: Traff management; Emergency management: and will provide the operator with corridor information from the other centers. Project Cost Estimate \$1,205,000 Maintenance Cost (5 years) 200,000							
REGIONAL ADMINISTRAT						DATE	
OSC DESIGN CONCURRE						DATE	
SERVICE CENTER COMM	IENTS.						
DSC PROGRAM MANAGE	EMENT APPROVAL					DATE	



							•		<u> </u>		
MN	SR	TITLE(WIN)	WA	SHINGTON	I SR-14 ROAD	WEATHER INFO	RMA	TION SYSTEM			
	14	TYPE OF WORK	Inte	elligent Tran	nsportation Sy	ystem Componen	t				
	PIN	FUNCTIONAL CL	ASS		NHS STATUS	REGION	DATE	FORM REVISED	REVISION NO		
		Principal Arte	rial		NHS	Southwest	<u> </u>				
BEGIN: KP	END KP		ENGTH.		PAVING	Lone I/M		Need for Right-of	-Way?		
MP						Lane KM Lane Miles	X Undetermined				
STATEMENT OF	DEFICIENC	OR BENEFIT:		Is this de	eficiency addr	ressed in the 20	year S	System Plan?	Yes No		
Real-time notified road maintenance						of incidents or	n SR	-14 and insure b	etter use of		
ROADWAY GEOM	ETRIC DATA	EXISTING	PR	OPOSED	STANDARD	os	Desi	gn Year Date			
TOTAL NO. THROUGH E	ANES										
NO. LANES THIS PROPO	DSAL							CURRENT D	ESIGN YEAR		
LANE WIDTH	ft/meter /			1	1	(1995)	ADT <u>:</u>	1800-27.000			
SHOULDER WIDTH LT.	JLDER WIDTH LT. ft/meter /				1	TRUCK	TRUCK %: 8-28				
SHOULDER WIDTH RT.	ft/meter	1		1	1						
ROADWAY WIDTH	ft/meter	1		1	1						
AUX LANE LENGTH	miles/KM	1		1	J		Eligible	for Federal Aid	X YesNo		
AUX LANE WIDTH	ft/meter	1	/ / Other P					Other Partner?	YesNo		
MEDIAN WIDTH	ft/meter	1		1	1						
PROPOSEDSTR	ATEGY								-		
	Sub-Program	/Category									
PIN %	SR: Begin to	End MP	Descript	ion							
	SR Begin M	MP End MP	5-7 mile commu be inclu and mil minimu subsys	e intervals. unications uded as ap le post 101 m: Road ic tem; and c	This project network, and propriate. A . The RWIS sy ce sensors su communication	will integrate the lithe Vancouver total of 8 new sitystem consists cubsystem; weathers subsystem.	e RWISTOC. tes with the state of the state o	III be added between following subsystion subsystem; c	idor ice sensors are to een mile post 12 items at a controller processes micro,		
			SR-14 the RWIS Controller Subsystem formats a message and sends it to the Vancouver TOC. Operators in the Vancouver TOC send advisories to appropriate VMS HAR, and HAT systems. The Vancouver TOC will automatically pass the advisories on to the Portland and Yakima TOC's and the Trip Travel Information System. Project Cost Estimate \$120,000 Maintenance Cost (5 years) 20,000								
REGIONAL ADMINISTRA	ATOR								DATE		
OSC DESIGN CONCUR	RENCE								DATE		
SERVICE CENTER COM	MMENTS.										
OSC PROGRAM MANA	GEMENT APPROVA	L							DATE		

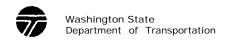
OSC PROGRAM MANAGEMENT APPROVAL



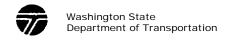
WIN	s		TITLE(WIN)					SIGNS DEPLOYMENT	
	_	14	TYPE OF WORK	Inte	elligent Trar	sportation Sys	stem Componen	<u>t</u>	
	P	IN	FUNCTIONAL CL			NHS STATUS	REGION	DATE FORM REVISED	REVISION NO
			Principal Arte	rial		NHS	Southeast		
BEGIN KP		END KP		ENGTH: KM		PAVING LENGTH L	ane KM	Need for Right-of	-Way?
MP		MP_					ne Miles		X Undetermined
					ı				
STATEMENT	OF DE	FICIENCY O	R BENEFIT:		Is this def	ficiency addre	ssed in the 20 y	vear System Plan?	Yes No
Travelers wi and reduce i			ne informatio	on on tra	ffic status	, weather, a	nd road cond	itions, which will help	to improve safety .
ROADWAY GE	OMETRIC	C DATA	EXISTING	PR	OPOSED	STANDARDS	6	Design Year Date	
TOTAL NO. THROU	GH LANES	3							
NO. LANES THIS PI	ROPOSAL							CURRENT D	ESIGN YEAR
LANE WIDTH					1	1	(1995) A	DT: <u>1300-l 7000</u>	
SHOULDER WIDTH	LT	ft/meter	/		1	1	TRUCK	. %: <u>1 0-28</u>	
SHOULDER WIDTH	RT	ft/meter	1		1	1			
ROADWAY WIDTH		it/meter	1		1	/			
AUX LANE LENGTH		miles/KM	1	,		,	E	ligible for Federal Aid	X YesNo
AUX LANE WIDTH		ft/meter	1	1		1		Other Partner?	YesNo
MEDIAN WIDTH		ft/meter	1		1	1			
PROPOSE <u>D</u>	STRATI	EGY							
PIN %	- 11	b-Program/C : Begin to E		Descript	tion				
	s	R Begin MF	End MP	provide diversio constru Vancou Vancou Eastbou post 99	messages ns, and onection). Integree TOC) were TOC via und SR-14; Westboun le post 103	for congestice (1) portable gration of VMs will be part of a wireless. Property near mile posted SR-14: near	on, weather, roa VMS sign to do S signs with the this project. The reliminary locati at 40; near mile r mile post 44; n	variable message sign and conditions, and recovered with special situations communications infrage portable VMS will be cons for the eight permanear mile post 63; near mile post 67; near sear sear mile post 67; near sear sear mile post 67; near sear sear sear sear sear sear sear s	Immended Ins (events and Istructure (and the Iconnected to the Inent signs are: It 82; near mile
REGIONAL ADMIN	ISTRATOR							[DATE
OSC DESIGN CON	CURRENC	E							DATE
SERVICECENTER	COMMEN	тѕ							
		NT ADDDOVAL							DATE



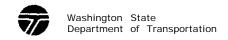
WIN		sr 1	14	TITLE(WIN) TYPE OF WORK		SR-14 ROCKF						
		PIN		Functional cla		l	NHS STATUS		egion outhwest	OATE FORM REVISED	REVISION NO	
BEGIN KP MP			KP _ MP _			+ <m les</m 	PAVING LENGTH		ne KM Miles	Need for Right-of-Way? Yes No X Undetermined		
STATEMENT	OF	DEFICI	ENCY (OR BENEFIT:		Is this def	iciency add	dresse	ed in the 20 ye	ear System Plan?	Yes No	
Travelers will	l rece	eive re	al-time	rockfall warr	ings	to improve sa	fety and	redu	ice incident	s.		
ROADWAY GE	EOME ⁻	TRIC D	ATA	EXISTING		PROPOSED	STANDAR	RDS		Design Year Date		
TOTAL NO. THROU	UGH LA	NES										
NO. LANES THIS P	PROPOS	SAL								CURRENT D	ESIGN YEAR	
LANE WIOTH		1	ft/meter	1		1	1			DT: 3400		
SHOULOER WIOTH LT. ft/meter SHOULDER WIOTH RT. ft/meter		ft/meter	,		I	/		TRUCK	%: <u>13-17</u>			
		1	,		/							
ROADWAY WIOTH ft/meter		1	ı		/							
AUX LANE LENGTH	Н	m	niles/KM	1	_	I	1		El	ligible for Federal Aid	XYes -No	
AUX LANE WIDTH		f	ft/meter	1	_	/	ı		Other Partner? -		-Yes -No	
MEDIAN WIOTH		f	t/meter	I		I	/					
PROPOSED	STR	ATEGY	,									
PIN %			ogram/Cagin to Er		Des	scription						
SR: Begin to End MP This project will implement two rockfall detection systems and integrate them with Southwest Region Communications Network. The controller subsystem monitors of activity and reports activity levels to the Vancouver TOC and sends traveler and warnings to the Rockfall warning sign(s). Preliminary locations for the two redetection systems are shown: East and westbound SR-14 near mile post 54; and and westbound SR-14 near mile post 77. Project Cost Estimate \$980,000 Maintenance Cost (5 years) 100,000								m monitors level traveler advisories the two rockfall				
REGIONAL ADMIN	NISTRAT	TOR								(DATE	
OSC DESIGN CON										I	DATE	
SERVICE CENTER	COMM	IENTS:										
										•	DATE	



MN	SR		TITLE(WIM)	•	SR-14 TUNNEL	OVERHEIGH1	DETECTION SY	STEM			
	1	14	TYPE OF WORK	ı	ntelligent Trans	sportation Sys	tem Component				
	PIN		FUNCTIONAL C	.ASS	1	NHS STATUS	REGION	DATE FORM REVISED	REVISION NO		
			Principal Arte	erial		NHS	Southwest				
BEGIN		END:		ENGTH.	1	PAVING		Manuel for Division	111. 0		
KP		KP		KM		LENGTH L	ane KM	Need for Right-of			
MP	_	MP		Miles	·	La	Lane Miles Yes No X Unde				
								• • • •			
STATEMENT OF I	DEFIC	IENCY (OR BENEFIT		Is this def	iciency addre	ssed in the 20 ye	ear System Plan?	Yes No		
	to the	e Vanc	ouver TOC	and di	sseminated t	raveler warr	ings if an incid	s due to real-time no dent occurs via high			
ROADWAY GEOMET	TRIC D	ATA	EXISTING		PROPOSED	STANDARDS		Design Year Date			
TOTAL NO THROUGH LA	NES										
NO LANES THIS PROPOS	SAL							CURRENT [DESIGN YEAR		
LANE WIDTH		ft/meter	1		1	- 1	(1995) AI	DT: <u>2300</u>			
HOULDER WIDTH LT. ft/meter		ft/meter	1		1	1	TRUCK	TRUCK %: 12 (est.			
SHOULDER WIDTH RT.		ft/meter	1		1	1			-		
ROADWAY WIDTH		ft/meter	,		1	,		-			
AUX LANE LENGTH		niles/KM	,		1	,	-	igible for Federal Aid	XYes -No		
AUX LANE WIDTH		ft/meter	,		1	,		Other Partner?	-Yes -No		
MEDIAN WIDTH		ft/meter	' ,				\dashv	Other Faither:	-165 -110		
WEDIAN WILLTH		iginietei	1		,	1					
PROPOSED STRA	ATEGY	′									
		ogram/Ca gin to Er		Desci	ription						
	SR Be	gin M P	• End MP	SR-1- prelin betwee subsy contro notifie	4 and will inteninary location een mile posts ystem, an ope oller subsysteed not to proce Vancouver T	grate with the solutions for Tunnel so 56 and 60. Trator warning m. Upon det eed through to	e Southwest Reg Overheight Dete The overheight s subsystem, a c ection of an ove he tunnel and w tential situation	systems for use on the gion Communications ector systems are reconsists of a homeometric communications subsystem consists of a homeometric communications subsystem situation, the what actions to take. A for appropriate monitor \$385,000 40,000	Network. Two commended reight detector stem, and a operator will be message is Sent		
									DATE		
REGIONAL ADMINISTRAT OSC DESIGN CONCURRE									DATE		
SERVICE CENTER COMM											
OSC PROGRAM MANAGE	MENT AF	PROVAL.							DATE		



									<u> </u>	
Win	sr 14	TITLE(WIN)						DETECTION SYST	EM	
	14	TYPE OF WORK	Inte	lligent Tra	nsportation Sy	stem Compone	nt		1	
	PIN	FUNCTIONAL CL			NHS STATUS	REGION	DAT	E FORM REVISED	REVISIO	ON NO
		Principal Arte	rial		NHS	Southwest				
BEGIN	END K/D	LE	ENGTH		PAVING	Lane KM		Need for Right-	of-Way?	
KP MP					LENGTH	ane Miles		Yes _ N	-	ndetermined
STATEMENT OF	DEFICIENCY	OR BENEFIT:		Is this de	eficiency addre	essed in the 20	year	System Plan?	Yes	No
		•			•			rs due to real-tii nd variable mes		
ROADWAY GEOM	METRIC DATA	EXISTING	PRO	OPOSED	STANDARD	s	Desi	gn Year Date		
TOTAL NO THROUGH	LANES									
NO LANES THIS PROF	POSAL							CURRENT	DESIGN	YEAR
_ANE WIDTH	ft/meter	/		1	,	(1995)	ADT:	3400-7600		
SHOULDER WIDTH LT.	. ft/meter	,		1	,			: 12		
SHOULDER WIDTH RT		,			' ,	- ''''	2.1,0			
ROADWAY WIDTH	ft/meter	,		,	,					
AUX LANE LENGTH	miles/KM	,		1	,		Fligible	e for Federal Aid	X-Yes	-No
AUX LANE WIDTH	ft/meter	,			 		9.010	Other Partner?	-Yes	
MEDIAN WIDTH	ft/meter	1	_	<u> </u>	,			3 i didioi i	. 55	
PROPOSED ST	RATEGY	.						······································		
11(01 0025 01	Sub-Program/C	ategory								
PIN c%	SR: Begin to E		Description	on						
REGIONALADMINISTR OSC DESIGN CONCUI SERVICE CENTER CO	RRENCE	P End MP	and wes 41.6). He the Sout The ove warning detection to proce Vancouv potential	thound or cood River thwest Restricted and continued and c	n the Washing (mile post 65 egion Commund overweight m, a communderheight or othe bridge and of the potential	system consistications Network system consistications subsystem consistications subsystem control situation to all situation for eight violations that	e bridg illes (n ork. ts of a stem, tion, th o take approp are s	ght detection systes at Cascade Lonile post 83.5 and a detector subsystem and a controller one CVO operator. A message is soriate monitoring hared between the 40,000 40,000	tem, an subsyste will be rent to the Informa	le post rate with operator em. Upon notified not ne ation about
SERVICE CENTER CO	MMENTS									
									DATE	
OSC PROGRAM MAN/ 20-036 Rev. 7/94 (ef)	AGEMENT APPROVAL								DATE	
• •										



	1	1							
MN	SR	TITLE(WIN)	TF	RI-CITIES AR	EA PORT OF E	ENTRY UPGRADI	E		
	SR 82	IYPE OF WORK	In	telligent Tran	sportation Sys	tem Componen	t	1	
	PIN	FUNCTIONAL C	ASS		NHS STATUS	REGION	DATE FORM REVISED	REVISION NO	
		Interstate			NHS	South Central			
IEGIN	END		ENGTH,		PAVING		Need for Right-of	-\Wav2	
KP MP	— ^{КР}		KM . Milos			_ane KM ne Miles		✓ Undetermined	
	_		Willes .		Lo	ine ivilles	_ 165_110	✓ Undetermined	
STATEMENT OF	DEFICIENC	OR BENEFIT		Is this de	ficiency addre	ssed in the 20 y	ear System Plan?	Yes No	
		_			-		ers due to real-time -), and variable mess		
ROADWAY GEOME	TRIC DATA	EXISTING	Pf	ROPOSED	STANDARDS	3	Design Year Date		
TOTAL NO THROUGH LA	NES								
NO LANES THIS PROPOS	SAL						CURRENT D	ESIGN YEAR	
ANE WIDTH	ft/meter	1		1	,	(1995)	ADT <u>: 12,000</u>		
SHOULDER WIDTH LT ft/meter		1 ,			,	- 1	TRUCK %:15 (est.)		
SHOULDER WIDTH RT ft/meter		† 							
ROADWAY WIDTH IT It/meter		' ,		1	,				
AUX LANE LENGTH	miles/KM	+ ,	+		/	- [ligible for Federal Aid	YVes No	
AUX LANE WIDTH	ft/meter	' ,			' ,		Other Partner?		
IEDIAN WIDTH	ft/meter	 						_163100	
icolar violi.	19116121				/				
PROPOSEDE [STR.	ATEGY		+						
PIN %	Sub-Program SR: Begin to		Descrip	otion					
	SR Begin I	MP End MP	Kenner automa manag system and Ida	wick, and R atic classific ement to str is; and com aho Port of unications n	ichland) area ation: weigh-i reamline com munications entries, and v	with the followinn-motion; overhomercial vehicle or equipment. The will be integrated	f Entry (POE) in the Tring capabilities: mainling eight detectors; VMS; operation (CVO) procest POE will be compatible with the South Central \$1,615,000 Not applicable	e pre-clearance; database ssing; VISION e with the Oregon	
								DATE	
REGIONAL ADMINISTRAT								DATE DATE	
SERVICE CENTER COMM							•		
DSC PROGRAM MANAGI	EMENT APPROVA	1					I	DATE	

SEE INSTRUCTIONS ON PAGE 2

									KEY ID#			
PROJECT TITLE	PORT	LAND I-84	CORRIDOR TRA	FFIC OPERATI	ONS CEN	TER (TM	OC) EXP	ANSION	REGION	MAINTE	NANCE	DISTRICT
STATE HIGHWAY I-84	#	HIGHWAYN	AME				<u> </u>	MILEPOS FROM I	ST Portland ⊤o Ida		LENGTH	(km)
➤ URBAN ➤ RURAL		CITY				COUNT	Y	ROAD/S	TREET NAME			
ROUTE #		NHS 2	X YES NO	HPMS	FC	APPLICA	NT (IF OT	THER THA	AN STATE)			
U S CONGRESSIC	NAL D	ISTRICT		STATE SENATE	DISTRICT				STATE REPRESENTATIVE DISTRICT			
COST	EST	IMATES (000's)		PROJEC	T DAT			Pi	GHT OF		
PRELIMINARYEN	GINEE	RING	\$	GRADING	······i	······			FILES (#)			
RIGHT OF WAY			\$	PAVING			1		I HECTARES		(#) I	
ROADWAY	\$			STRUCTURES	ES RE				RELOCATIONS		(#)	
STRUCTURES	\$			SIGNING					STATE/CO	NSLR _{TANT}	Jappli	: : CANT
SIGNALS	l		ı ı	SIGNALS			I		PRELIMINARY ENGINEERING	(S,0	C,A)	
ILLUMINATION							CON			S, C, A)		
TEMPORARY	\$			MAINTENANCE YEARS (000)	5	\$200		RIGHT OF WAY DESCRIPTIONS (S				
	\$		ENVIRONMENTALCLAS:			(1 2,3)			RIGHT OF WAY ACQUISITIONS (S,C	C,A)		
ENGINEERING	\$			DESIGN CATEGORY (1-7)				co	NSTRUCT	ON BY	· ·	
TOTAL CONSTRU	CTION		\$	WORK TYPE (1-12)				_CONTRACT _ STATE FORCE	_ OTHE	R		
TOTAL ESTIMATE			\$ 1,255	The first time of <u>Philosophia on the Communication</u> - Partition of the first time of the philosophia of th								
RECOMMENDED STATE SENATE D				(QUARTER/YEAR) RECOMME FUND SOU					(P.E.)	(R/W)		(CONST)
			f	RECOMMEN	NDED PF	ROGRA	M REV	ISIONS				
_ POSTPONE _ CANCEL		SECTION	N					FUNI	OS .	CUR YR	ESTIM	ATE (000'S)
_ POSTPONE _ CANCEL		SECTIO	N					FUNI	OS .	CUR YR	ESTIN	ЛАТЕ (000'S)
ITEM		E	XISTING	PROPOS	SED	DEFINE	THEPRO	BLEM.				
TRAVEL LANE	S (#											
STRUCTURE	,	,				1						
SIGNALS	(#	<u>*)</u>										
BIKEWAY	(Y/N								ATTACH SKETCH MAI		Frotti: •	lanagar/
AVERAGE						Operation	ons Cente	r (TMOC)	 -84 infrastructure into and also links the syst roject will be the instal 	tem with the o	overall c	ommunications
YEAR OF AVER	AGE					DOT an	d State P	olice distri	ct offices in the Dalles	, Pendleton. L	.aGrande	e, Baker City.
THROUGHWA	Υ					Ontario, Hermiston. and Troutdale Existing field devices, not part of the Oregon I-t communications Network project, will be integrated as part of this project						
REQUESTED. REG	REQUESTED. REGION MANAGER					DATE TRANS COMM APPROVAL DATE PROGRAM YEAR FUNDI						FUNDING

Portland I-84 Corridor, TMCC Expansion Project, Cont'd.				
Expansion Froject, Cont a.			KEY ID#	
SECTION		REGION	MAINTENANCE DISTRIC	т
	PROJECT J	JUSTIFICATION		
Central Region (Yakima) Distric	will be integrated. The WSDOT Soutlet Communication Network, and the I-8 ill be real-time. Travelers will benefit	84 (Idaho) Communications N	etwork will be linked. Traff	ic status and contro
ADDITIONAL	INFORMATION FOR PROJEC	CTS REQUESTED BY L	OCAL JURISDICTIO	NS
RESPONSIBLE OFFICE TO BE C	ONTACTED FOR THE FOLLOWING A	ACTIVITIES:		
1. PUBLIC HEARING/CITIZED		(OFFICE)		(PHONE)
2. ENVIRONMENTAL		(OFFICE)		(PHONE)
1. PRE-ENGINEERING		(OFFICE)		(PHONE)
THIS OFFICIAL REQUEST IS FRO	OM:			
THE CITY OF :		OFFICE)		(COUNTY)
BY:	(0	OFFICE)		(COUNTY)
BY:	(0	OFFICE)		(COUNTY)
	ADMINISTRATION	N RECOMMENDATIONS	3	

PART 2 -- PROJECT DETAILS

KEY ID#

rurul ...

NOTE: ATTACH DESCRIPTION AND SKETCH SECTION REGION ENTER: C---CONSULTANT S---STATE A---APPLICANT PERMITS AND DOCUMENTS STATE AIRPORT **CLEARING HOUSE** SIGNS (PERMANENT) STORM SEWER **CLEARANCE** WETLANDS LAND USE ACTIONS CITIZEN'S **STRIPING ENDANGERED LANDSCAPING** AND PERMITS ADVISORY COMM. (PERMANENT) **SPECIES PROJECT PHOTOGRAMMETRY** SIGNING IRRIGATION FLOOD PLAIN **HAZMAT** RECONNAISSANCE HISTORIC **SURVEY BORROW SOURCE DETOUR BUILDING RESOURCE** CORPS OF ENGRS, I AIR CONFORMITY **ILLUMINATION MATERIALS SOURCE DSL REMOVAL /FILL STUDY PUBLIC HEARING DEQ NON-POINT DISPOSAL SITE COAST GUARD** FIFI D SURVEY **RR CROSSING SOURCE WATER GEOLOGY AND** ARCHAEOLOGICAL VICINITY MAP **RR PROTECTION** LOCAL AGREEMENT **MINERALS SURVEY** SOILS / GEOTECH **SENSITIVE LAND** INVESTIGATION **SIGNALS NOISE STUDY** RR SEPARATION VALUE OLD NEW HYDRAULIC STUDY **ENGINEERING** RR ENCROACHMENT SECTION 4(F) (#) (#) SURPLUS RIGHT - OF - WAY UTILITIES (LIST BELOW) **PROPERTY** RIGHT OF WAY **EASEMENTS ACCESS CONTROL (Y/N) COMPANIES** LIAISON CURRENT PROPOSED: RELOCATIONS **ACQUISITIONS** SIMPLE (#) BUSINESS (#) RESIDENTIAL (#) COMPLEX (#) DESIGN STANDARDS DESIGN SPEED **EXCEPTION** N/A N/A N/A N/A WIN) TYPICAL SECTION s:'>:::: LĄNE RIKE SIDE-SHOULDER IANE LANE LANE LANE SHOULDER CURB CURB SIDE-BIKE MEDIAN PARKING PARKING BIKE LANE BIKE LANE WALK TYPE TYPE WALK PATH **EXISTING PROPOSED** SUGGESTED BASE DESIGN ITEM NEW WORK. **OVER EXISTING** ITEM NEW WORK OVER EXISTING Profession Sec. SUGGESTED BRIDGE DESIGN STRUCTURE LENGTH (FT.)(m) WIDTH (FT.)(m) 35 COST STRUCTURE LENGTH (FT.)(m) WIDTH (FT.)(m) COST (m) Br 1 Br 5 Rr 6

APPROVED, LOCATION ENGINEER

REVISION APPROVED

DATE

DATE

Br 2

Br 3

Br 4

Part 3 Project Environmental Classification

		Key ID#									
Section	Bridge No.	Region	County								
	IPACT INCLUDING EASEMENTS, 1	NUMBER OF PARCELS, ACREAGE, AN	ID IMPROVEMENTS								
2) ESTIMATED TRAFFIC VOLUME, None	FLOW PATTENRS, AND SAFETY	IMPACTS (INCLUDING CONSTRUCTI	ON IMPACTS, DETOURS, ETC)								
3) ESTIMATED WETLANDS, WATER None	WAYS, AND WATER QUALITY IMP	PACTS									
4) ESTIMATED WETLANDS, WATER None	WAYS, AND WATER QUALITY IMP	PACTS									
5) ESTIMATED BIOLOGICAL AND None	THEATENED & ENDANGERED SPEC	CIES IMPACTS									
6) ESTIMATED ARCHEOLOGICAL A	None										
7) ESTIMATED PARK AND VISUAL None	IMPACTS										
8) ESTIMATED AIR, NOISE, AND None	ENERGY IMPACTS										
9) ESTIMATED HAZMAT IMPACTS None											
10) PRELIMINARY IDENTIFICATION None	N OF POTENTIAL AREAS OF CRI	ITICAL CONCERN AND CONTROVERSI	AL ISSUES								
CLASS 1 DRAFT & FINA CLASS 2 CATEGORICAL	CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT CLASS 2 CATEGORICAL EXCLUSION PROGRAMMATIC CATEGORICAL EXCLUSION										
PREPARED BY		FHWA OR STATE OFFICIAL APPROV	AL								
DATE	TELEPHONE NUMBER	DATE	TELEPHONE NUMBER								

734-1913 (3-97)

Part 3 Attachment, Page 2

Project (Name of Project)		Key NO.
LAND USE / PLANNING (Cont.)		
List zoning designations being impacted None		
Region Planner's opinion on conformance (If not, why):		
TPR		
LCDC Goals		
Comp. Plan (county / city or both)		
SECTION 4(f) POTENTIAL		
YES 🕍 NO 🗍 UNK Parks, wildlife refuges, historic buildings, recrea	stional areas, etc. impacted?	
SECTION 6(f) POTENTIAL YES X NO UNK Land & Water Conservation Funds used to acqu	uire narke etc ?	
SOCIOECONOMICS YES X NO UNK Do building displacements appear key to econo		
Number of displacements:	—	
General use of land: Residential Commercial Farmland Range		
	-30 31 - 100	100 📙
	nck L. Asian L. Mexican - An	nerican /
·	sabled	
VISUAL VISUAL		
YES □X NO □ UNK Designated Scenic Highway? □ YES □X NO □ UNK Oregon Forest Practices Act restrictions apply?		
YES X NO UNK Bridges or large retaining walls anticipated?		
YES X NO UNK Any rivers on Oregon Scenic Waterway listing?		
YES X NO UNK Any rivers on the Federal Wild and Scenic River	Listing?	
WATERWAYS / WATER QUALITY		,
YES X NO UNK Within FEMA 100 year flood plain?		
YES X NO UNK Water quality limited stream impacted?		
YES X NO UNK Projected ADT of 30,000 or greater?	<u> </u>	
YES X NO UNK Navigable waterway?		
🗌 YES 🛮 NO 🔲 UNK is stream on ODFW Rivers Information System d	atabase?	
YES X NO UNK Any irrigation districts impacted?		
If streams affected, what is the fisheries stream classification?		
WETLANDS		
YES X NO UNK National wetlands inventory maps indicate any p	otential concerns?	
YES 🔀 NO 🗌 UNK Soil conservation maps indicate hydric soils in pi	roject area?	
YES 💢 NO 🗌 UNK Local Comprehensive Plan show any wetlands a	s protected resources?	
YES 🔀 NO 🗌 UNK Riparian or wetland vegetation evident from visu	al inspection?	
PERMITS		
YES NO US Corps of Engineers Section 404/DSL Removal and Fill		
YES NO DEQ Indirect Source (Air)		
YES NO PUC (railroad)		
YES NO DOGAMI		
YES NO Coast Guard		
YES NO National Pollutant Discharge Elimination System (NPDES)		
YES NO Other		
CLEARANCES YES NO State and / or federal Endangered Species Act	□ vee □ uo	0.4.5
VEC DATE		Conformity
Type The	□ .ssa □ .sa	Commercial / Industrial Noise
YES NO State Historic Preservation Office (Archneological)		mat Clearance
YES NO FHWA Noise		sion Control
Prepared By	Phone Number	Date
		•

SEE INSTRUCTIONS ON PAGE 2

									KEY ID#				
PROJECT TITLE (OREGO	N 1-84 C0	OMMUNICATION	S NETWORK II	NTEGRATI	ON			REGION		MAINTE	ENANCE	DISTRICT
STATE HIGHWAY 7	# H!	GHWAY N	AME					MILEPO: FROM		idaho		LENGTH	(km)
X URBAN X RURAL	CI	TY			_	COUNTY		ROAD/S	TREET NAME				
ROUTE #	Ni		X_YES NO	HPMS	FC	APPLICA	NT (IF O	THER THA	N STATE)	TE)			
US CONGRESSIO	DNAL DIS	STRICT		STATE SENATE	DISTRICT		•		STATE REPRESENTATIVE DISTRICT				
COST	ESTIN	ATES (000's)		PROJEC	T DATE	<u>.</u>	· «. · .	e de la companya de l	₹IGH	IT OF	WAY	` .
PRELIMINARY EN	GINEERIN	٧G	\$	GRADING FILES				FILES			(#)		
RIGHT OF WAY			\$	PAVING		HEC			HECTARES			(#)	
ROADWAY	\$			STRUCTURES		RELOCATIONS						(#)	
STRUCTURES	\$			SIGNING		WOF STATE/CONSUL			VORK BY	(ago omici	Commission of		
SIGNALS	\$,		SIGNALS					PRELIMINARY ENGINEERING		(\$,0	C,A)	
ILLUMINATION	\$			ILLUMINATION				CONSTRUCTION ENGINEERING	ONSTRUCTION		C,A)		
TEMPORARY	\$			MAINTENANCE YEARS (000)	5 -	1 10120 1		RIGHT OF WAY DESCRIPTIONS			C,A)		
	\$			ENVIRONMENT	AL CLASS	(1.2,3)		RIGHT OF WAY ACQUISITIONS		(S,¢	C,A)		
ENGINEERING	\$			DESIGN CATEG	ORY	(1-7)		CONSTRUCTION BY			er in der gegener in der Moder Bekonstraken in.		
TOTAL CONSTRU	CTION		\$	WORK TYPE					_ CONTRACT _ STATE FORCE		_ OTHE	R	
TOTAL ESTIMATE			\$3,125	And the second of the second o				_CITY FORCE	CITY FORCE				
RECOMMENDED STATE SENATE DI		E		(QUARTER/YEAR) RECOMMENI FUND SOUR			SOURCE	Ξ	(P.E.)	1	(R/W)		(CONST)
			;	RECOMMEN	NDED PF	ROGRAI	VI REV	/ISIONS		¥ **:			Courter offertendings From to the otherwise
_ POSTPONE _ CANCEL	:	SECTIO	N					FUNI	os	CL	JR YR	ESTIM	ATE (000's)
_ POSTPONE		SECTIO	N			· · · · · · · · · · · · · · · · · · ·		FUNI	os	Cl	JR YR.	ESTIM	ATE (000's)
ITEM		E	XISTING	PROPO	SED	DEFINE	THE PRO	OBLEM					
TRAVEL LANE	S (#)					1							
STRUCTURES	5 (#)												
SIGNALS (#)													
BIKEWAY (Y/N)									ATTACH SKETCH I				
AVERAGE						for the	corrido	rand, to i	ect will be to ins ntegrate I-84 dev	ices, l	Road, V	Veather,	Information
YEAR OF AVERAGE						messag	ge sign:	s (VMS) ir	s, overweight sent onto the communi	cation	is infrast	tructure.	This should
THROUGHWA	۱Y					be done in conjunction with the Portland TMOC Expansion project or combined with it					oject or		
REQUESTED, REC	GION MA	NAGER				DATE	TR.	ANS COM	M APPROVAL DAT	E I	PROGRA	M YEAR	FUNDING

Oregon I-84 Communications Network Project, Cont'd.				
Network Project, Cont a.			KEY ID#	
SECTION		REGION	MAINTENANCE DISTR	ICT
	PROJECT JU	JSTIFICATION	•	
Central Region (Yakima) District	vill be integrated. The WSDOT South Communication Network, and the I-84 I be real-time. Travelers will benefit fr	(Idaho) Communications N	etwork will be linked. Tra	ffic status and contro
	INFORMATION FOR PROJEC		OCAL JURISDICTIO	DNS
1. PUBLIC HEARING/CITIZED		(OFFICE)		(PHONE)
2. ENVIRONMENTAL		(OFFICE)		(PHONE)
1. PRE-ENGINEERING		(OFFICE)		(PHONE)
THIS OFFICIAL REQUEST IS FRO	M:			
THE CITY OF :	(OI	FFICE)		(COUNTY)
BY:	(Ol	FFICE)		(COUNTY)
BY:	(OI	FFICE)		(COUNTY)
	ADMINISTRATION	RECOMMENDATIONS	S	



PART 2 -- PROJECT DETAILS

KEY ID #

NOTE: ATTACH DESCRIPTION AND SKETCH REGION SECTION C---CONSULTANT ENTER: S---STATE A---APPLICANT PERMITS AND DOCUMENTS AIRPORT STATE **WETLANDS** STORM SEWER CLEARANCE **CLEARING HOUSE** SIGNS (PERMANENT) LAND USE ACTIONS **ENDANGERED** STRIPING CITIZEN'S AND PERMITS **SPECIES** LANDSCAPING ADVISORY COMM. (PERMANENT) **PROJECT HAZMAT** FLOOD PLAIN IRRIGATION **PHOTOGRAMMETRY** SIGNING HISTORIC RECONNAISSANCE RESOURCE BUILDING SURVEY **DETOUR BORROW SOURCE** CORPS OF ENGRS. / AIR CONFORMITY DSL REMOVAL /FILL STUDY ILLUMINATION MATERIALS SOURCE **PUBLIC HEARING** DEC NON-POINT COAST GUARD SOURCE WATER **DISPOSAL SITE** FIELD SURVEY RR CROSSING GEOLOGY AND ARCHAEOLOGICAL **MINERALS** SURVEY VICINITY MAP RR PROTECTION LOCAL AGREEMENT SOILS / GEOTECH SIGNALS **NOISE STUDY** SENSITIVE LAND INVESTIGATION RR SEPARATION VALUE OLD NEW SECTION 4(F) **ENGINEERING** HYDRAULIC STUDY RR ENCROACHMENT (#) (#) SURPLUS UTILITIES (LIST BELOW) RIGHT - OF - WAY **PROPERTY** COMPANIES ACCESS CONTROL (Y/N) RIGHT OF WAY **EASEMENTS** LIAISON CURRENT PROPOSED: Electrical Service providers RELOCATIONS **ACQUISITIONS** SIMPLE (#) BUSINESS (#) RESIDENTIAL (#) COMPLEX (#) N/A N/A N/A .N/A DESIGN STANDARDS DESIGN SPEED EXCEPTION (Y/N). TYPICAL SECTION ** SHOULDER SIDE-LANE CURR RIKE LANE LANE BIKE SIDE-CURB SHOULDER LANE MEDIAN **BIKE LANE** WALK **PATH** PATH WALK TYPE BIKE LANE 2 EXISTING PROPOSED SUGGESTED BASE DESIGN NEW WORK OVER EXISTING NO THE REPORT OF THE PARTY OF T **OVER EXISTING** ITEM **NEW WORK**

			SUGGESTED E	RIDGE DESIGN			
STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	TOST 1	* STRUCTURE \.	LENGTH (FT:)(m)	WIDTH (FT.)(m)	**************************************
Br 1				Br 5			
Br 2				Br 6			
Br 3			 	APPROVED, LO	CATION ENGINEER		DATE
Br 4	 			REVISION APPR	OVED		DATE

Part 3 Project Environmental Classification

	Key ID#								
					1				
Section	on	Bridge No.		Region	County				
1) ES	TIMATED RIGHT OF WAY IMPACT INCLUDING	EASEMENTS, 1	NUMBER OF PARCELS,	ACREAGE, AND IMPROVE	EMENTS				
	None - within existing rights-of-way								
2) ES	STIMATED TRAFFIC VOLUME, FLOW PATTENRS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC)								
	Some work expected near raodway shoulders to upgrade and integrate existing field equipment.								
3) ES	ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS								
	None								
4) ES	ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS								
	None								
5) ES	ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS								
	None								
6) ES	TIMATED ARCHEOLOGICAL AND HISTORICAL :	IMPACTS							
	None								
7) ES	TIMATED PARK AND VISUAL IMPACTS								
	None								
8) ES	TIMATED AIR, NOISE, AND ENERGY IMPACTS	S							
	None								
9) ES	TIMATED HAZMAT IMPACTS								
	None								
10) PR	RELIMINARY IDENTIFICATION OF POTENTIAL	AREAS OF CR	ITICAL CONCERN AND	CONTROVERSIAL ISSUES	3				
	None								
RECO	MMENDED PROJECT CLASSIFICATION								
=	☐ CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT ☐ RECONNAISSANCE								
	CLASS 2 CATEGORICAL EXCLUSION		□ P.	ROGRAMMATIC CATEGORIC	CAL EXCLUSION				
	CLASS 3 ENVIONMENTAL ASSESSMENT & 1	REVISED ENVI	RONMENTAL ASSESSME	NT					
PREP	ARED BY		FHWA OR STATE OFFICIAL APPROVAL						
DATE	TELEPHONE NUMB	ER	DATE	TELEPH	HONE NUMBER				

734-1913 (3-97)

.-84 .icau.s

REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION

Pro	ojeci (Mam	e oi r	тојес	Σij	key NO
Thi are ite:	eas of o	klist conce /e bee	m, a " en con	No a	answer ed, and	ed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you 503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.
All Cx Cx	R YES YES YES	X	NO NO		UNK	Is project in an air quality non-attainment area: CO OZONE PM10 Is project missing-from: X STIP TP TIP Does the project involve adding lanes, signalization, channelization, and / or alignment changes?
AF	RCHAE YES YES	(X)	NO NO		UNK	Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)? Do local city / county Comprehensive Plans indicate potential Goal 5 resources?
			NO use of	pre		Does contact with local USFS or BLM archaeologist indicate any problems?
BIG	YES YES	Y X	NO NO	KZ C	UNK	provide: USGS Quad Name Township Range Section Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems? Any local knowledge of T&E or sensitive species in area?
W	YES		NO esults	from	UNK	Does contact with local BLM or USFS biologists indicate any problems?
						rred work periods for project area? (List if applicable)
Lis	t any s	stream	ns imp	acted	by pro	ject
	IERGY YES		NO	X	UNK	Does project affect energy use due to traffic patterns / volumes changes?
GE	OLOG YES YES	Y Q	NO NO	Q		Discussions with Region geologist indicate any major concerns? Drilling / exploration anticipated?
<u></u> НА	ZARD			FRIA		Drining / exploration anticipateur
	YES		NO	X		Does contact with local DEQ office indicate any concerns?
	YES		NO	X	UNK	Does contact with State Fire Marshal's office indicate any concern?
	YES		NO	x	UNK	Does contact with local fire department indicate and concerns?
	YES	$\overline{\Box}$	NO	X		Does contact with PUC indicate any highway spills?
\Box	YES	X	NO		UNK	R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?
П	YES	Ŕ	NO	П		Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?
Che	cked			$\overline{\Box}$	UST	
(Lis	t any o	occui	rrence	on:	above	lists)
	YES		NO	봈		Does city / county comp plan list any impacted buildings / items as Goal 5 resources?
	YES		NO	k.		Any impacted sites on / nominated / listed as eligible for National Register?
	YES	Ц	NO	ik.		Does contact with city / county Historical Society indicate potential resources?
	YES	k.	NO			Any impacted buildings thought to be 50 years or older?
Ц	YES	ķ	NO	Ц		Any apparent / unique / suspect structures of possible historical interest?
	YES	K.	NO	Ш	UNK	Historic district / trails / bridges?
NO	ISE	ET.				
	YES	KJ FF	NO NO			Any shift in horizontal or vertical alignment? Amount of Horizontal ft. Vertical ft.
	YES					Does project increase the number of travel lanes?
	YES	K	NO			Any known noise problems / complaints? / activity grees within 200 feet of proposed R/W line: Commercial Industrial Public
Арі	proxima	ate ni	ımber	ot bu	ildings	/ activity areas within 200 feet of proposed R/W line: Commercial Industrial Public
LA	ND US	SE/I	PLANI	NING		Residences Schools Churches Parks
	YES	X	NO		UNK	Project not identified in local transportation improvement plan?
	YES		NO	\Box	UNK	Does contact with local jurisdiction planning department indicate any concerns?
$\Box_{\mathbf{X}}$	YES		NO		UNK	Is project outside of UGB?
文	YES		NO		UNK	Does project cross or touch UGB? Project crosses several UGBs along corridor
	YES	X	NO		UNK	Does Coastal Zone Management Act apply?
	YES	\mathbf{x}	NO			Is it zoned forest or EFU?
	YES	ĸ	NO		UNK	are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list
	YES		NO		UNK	Does contact with local SCS indicate "High Value" farmland concerns?
	YES	X	NO		UNK	Farmland Conversion impact Rating applicable?

Part 3 Attachment, Page 2

Project (Name of Project)		Key NO						
I-84 Communications Integration								
LAND USE / PLANNING (Cont.)	LAND USE / PLANNING (Cont.)							
2.54 Coming designations being impacted		. —————————————————————————————————————						
Region Planner's opinion on conformance (If not, why):	-							
TPR LCDC Goals								
Comp. Plan (county / city or both)								
SECTION 4(f) POTENTIAL								
YES NO UNK Parks, wildlife refuges, historic buildings, recreating	ional areas, etc. impacted?							
SECTION 6(f) POTENTIAL YES NO UNK Land & Water Conservation Funds used to acquire	re parks, etc.?							
SOCIOECONOMICS YES NO UNK Do building displacements appear key to econom	y / neighborhood?							
Number of displacements: 0.								
	Public Other (explain)							
Observed racial / ethnic backgrounds living / working in area: Caucasia Blac	<u> </u>	Native American						
	abled							
VISUAL	a a la piana C							
	<u>s Columbia River G</u>	orge						
YES NO X UNK Oregon Forest Practices Act restrictions apply?								
YES X NO UNK Major cut / fills? YES NO UNK Bridges or large retaining walls anticipated?								
YES X NO UNK Any rivers on Oregon Scenic Waterway listing?								
YES X NO UNK Any rivers on the Federal Wild and Scenic River L								
WATERWAYS / WATER QUALITY								
YES NO Within FEMA regulated floodway?								
YES X NO UNK Water quality limited stream impacted? YES X NO UNK Any active wells impacted?								
YES NO UNK Projected ADT of 30,000 or greater?								
YES X NO UNK Navigable waterway?								
YES NO UNK is stream on ODFW Rivers Information System da	etabase?							
YES X NO UNK Any irrigation districts impacted?								
If streams affected, what is the fisheries stream classification?								
WETLANDS								
YES NO LX UNK National wetlands inventory maps indicate any po								
YES NO WUNK Soil conservation maps indicate hydric soils in pro								
YES NO WUNK Riparian or wetland vegetation evident from visua								
	ы пърссион:							
PERMITS YES NO US Corps of Engineers Section 404/DSL Removal and Fill								
YES NO DEQ Indirect Source (Air)								
YES NO PUC (railroad)								
YES NO DOGAMI								
YES NO Coast Guard								
YES NO National Pollutant Discharge Elimination System (NPDES)								
YES NO Other								
CLEARANCES YES NO State and / or federal Endangered Species Act	YES NO Air Confor	mity						
☐ YES ☐ NO State and / or federal Endangered Species Act ☐ YES ☐ NO State Historic Preservation Office (Historic)		nercial / Industrial Noise						
YES NO State Historic Preservation Office (Archneological)	YES NO Hazmat Cl	earance .						
YES NO FHWA Noise	YES NO Erosion Co	ntrol						
Prepared By	Phone Number	Date						
1	I	i						

SEE INSTRUCTIONS ON PAGE 2

								KEY ID#		
PROJECT TITLE I	-84 ORE	GON VA	RIABLE MESS	AGE SIGN (VMS) DEPLOYI	MENT			REGION	MAINTE	ENANCE DISTRICT
STATE HIGHWAY # HIGHWAY NAME i-84						MILEPOST LENGTH (km) FROM 16 TO 306			LENGTH (km)	
➤ URBAN ➤ RURAL	СІТ	ГҮ				NTY ROAD/STREETNAME				
ROUTE #	NH	is 2	X YES _NO	IHPMS IFC	APPLICANT (IF OTHER THAN STATE)					
U S CONGRESSIO	NAL DIST	TRICT		STATE SENATE DISTRICT	I STATE REPRESENTATIVE DISTRICT					
COST	ESTIM	ATES (000's)	PROJEC	PROJECT DATE RIGHT OF WAY					WAY
PRELIMINARYEN	GINEERIN	IG	\$	GRADING				FILES (#)		(#)
RIGHT OF WAY			\$	PAVING				I HECTARES (#)		
ROADWAY	\$			STRUCTURES				RELOCATIONS		(#)
STRUCTURES	\$			SIGNING				: STATE/CONS	 SULTANT(A	PPLICANT) :
SIGNALS	\$			SIGNALS	SIGNALS		PRELIMINARY ENGINEERING		(S,0	C,A)
ILLUMINATION	\$			ILLUMINATION				CONSTRUCTION ENGINEERING	(S,0	C,A)
TEMPORARY \$				MAINTENANCE COST FOR YEARS (000)	5 \$20		20	RIGHT OF WAY DESCRIPTIONS	(SC	GA)
	\$			ENVIRONMENTAL CLASS	SS (1,2.3)			RIGHT OF WAY ACQUISITIONS	fS.0	C,A)
ENGINEERING \$				DESIGN CATEGORY	(I-7)			CONSTRUCTION		RUCTION BY
TOTAL CONSTRUCTION			\$	WORK TYPE	(1-12)			CONTRACT STATE FORCE	OTHER	
TOTAL ESTIMATE			\$ 385		CITY FORCE					
RECOMMENDEDLET DATE STATE SENATE DISTRICT			(QUARTER/YEAR)	RECOM	MENDE SOURCE	D	(PE) RW (CONST)			
			F	RECOMMENDED PI	ROGRA	AM RE	EVISIO	NS ,		:
POSTPONE CANCEL		SECTIO	N			FUNDS CUR YR ESTIMA			ESTIMATE (000'S)	
POSTPONE CANCEL		SECTIO	N				FUNI	FUNDS		ESTIMATE (000'S)
ITEM		E	XISTING	PROPOSED	DEFINE THE PROBLEM					
TRAVEL LANES (#)										
STRUCTURES (#)										
SIGNALS (#)				<u></u>						
BIKEWAY (Y/N)					PROPOSED SOLUTION ATTACH SKETCH MAP The project will add variable message signs (VMS) to provide message weather. road conditions, rockfall, parking management, and recommended diversions Integration of the new VMS signs into the communications infrastructure will be pan of this project Fourteen (14)			orovide messages fo		
AVERAGE								nt, and		
YEAR OF AVERA	YEAR OF AVERAGE							ect Fourteen (14)		
THROUGHWAY	Y				new VMS signs are expected to be installed. Existing VMS will be integrated as part of the Oregon I-84 Communications Network Project.					
REQUESTED, REG 734-1911(3-97)	SION MAN	AGER			DATE	TRA	NS. COM	M. APPROVAL DATE	PROGRAM	YEAR FUNDING

Oregon I-84 Communications Network Project, Cont'd. KEY ID# **SECTION** REGION MAINTENANCE DISTRICT **PROJECT JUSTIFICATION** Travelers will receive real-time traffic status, weather, road conditions to improve safety and reduce incidents. ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES: 1. PUBLIC HEARING/CITIZED (OFFICE) (PHONE) 2. ENVIRONMENTAL (OFFICE) (PHONE) 1. PRE-ENGINEERING (OFFICE) (PHONE) THIS OFFICIAL REQUEST IS FROM: (OFFICE) THE CITY OF: (COUNTY) BY: (OFFICE) (COUNTY) BY: (OFFICE) (COUNTY) **ADMINISTRATION RECOMMENDATIONS**



PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

		VE
.	ATTACH DECORPTION AND CVETCH	

KEY ID #	 -	-	-

REGION

SECTION C---CONSULTANT ENTER: S---STATE A---APPLICANT PERMITS AND DOCUMENTS AIRPORT STATE **WETLANDS** CLEARANCE STORM SEWER SIGNS (PERMANENT) **CLEARING HOUSE** LAND USE ACTIONS **ENDANGERED** STRIPING CITIZEN'S AND PERMITS **SPECIES** LANDSCAPING ADVISORY COMM. (PERMANENT) **PROJECT** FLOOD PLAIN **HAZMAT** IRRIGATION **PHOTOGRAMMETRY** SIGNING HISTORIC RECONNAISSANCE RESOURCE BUILDING SURVEY **DETOUR BORROW SOURCE** CORPS OF ENGRS. / AIR CONFORMITY DSL REMOVAL /FILL STUDY ILLUMINATION MATERIALS SOURCE **PUBLIC HEARING** DEC NON-POINT COAST GUARD SOURCE WATER DISPOSAL SITE FIELD SURVEY RR CROSSING ARCHAEOLOGICAL **GEOLOGY AND** SURVEY **MINERALS** VICINITY MAP RR PROTECTION LOCAL AGREEMENT SOILS / GEOTECH SIGNALS **NOISE STUDY** SENSITIVE LAND INVESTIGATION RR SEPARATION VALUE NEW OLD SECTION 4(F) **ENGINEERING** (#) RR ENCROACHMENT HYDRAULIC STUDY (#) SURPLUS UTILITIES (LIST BELOW) RIGHT - OF - WAY PROPERTY COMPANIES ACCESS CONTROL (Y/N) RIGHT OF WAY **EASEMENTS** LIAISON CURRENT PROPOSED: Electrical Service providers RELOCATIONS **ACQUISITIONS** SIMPLE (#) BUSINESS (#) RESIDENTIAL (#) COMPLEX (#) N/A N/A N/A .N/A DESIGN SPEED **DESIGN STANDARDS EXCEPTION** (Y/N). TYPICAL SECTION SHOULDER CURR LANE SIDE-RIKE CURB LANE LANE BIKE SIDE-SHOULDER LANE MEDIAN PARKING BIKE LANE WALK **PATH** PATH WALK TYPE BIKE LANE EXISTING PROPOSED SUGGESTED BASE DESIGN NEW WORK. OVER EXISTIN TO THE STATE OF TH **OVER EXISTING** ITEM **NEW WORK** SUGGESTED BRIDGE DESIGN * STRUCTURE : LENGTH (FT.)(m) | WIDTH (FT.)(m) | SECOST LENGTH (FT.)(m) | WIDTH (FT.)(m) TAN COST STRUCTURE Br 5 Br 1 Br 2 APPROVED, LOCATION ENGINEER DATE Br 3 REVISION APPROVED DATE Br 4

Part 3 Project Environmental Classification

			Key ID#										
Section	Bridge No.		Region	County									
1) ESTIMATED RIGHT OF WAY IM		S, NUMBER OF PARCELS,	ACREAGE, ANI) IMPROVEMENTS									
None - within existing rights	s-ot-way												
2) ESTIMATED TRAFFIC VOLUME, Some traffic impacts and te	FLOW PATTENRS, AND SAF			ON IMPACTS, DETOURS, ETC)									
3) ESTIMATED WETLANDS, WATER	WAYS, AND WATER OUALITY	IMPACTS											
None													
) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS													
None Stimated Biological and Theatened & Endangered Species Impacts													
ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS													
None													
ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS													
None	None												
7) ESTIMATED PARK AND VISUAL	IMPACTS												
Signs and related equipmen	nt must conform to requireme	ents of the Columbia River	Gorge National	Scenic Area.									
8) ESTIMATED AIR, NOISE, AND	ENERGY IMPACTS												
None													
9) ESTIMATED HAZMAT IMPACTS													
None													
10) PRELIMINARY IDENTIFICATIO	N OF POTENTIAL AREAS OF	CRITICAL CONCERN AND	CONTROVERSIA	AL ISSUES									
None													
RECOMMENDED PROJECT CLASSIF	ICATION												
	L ENVIRONMENTAL IMPACT	STATEMENT R	ECONNAISSANCI	Ξ									
CLASS 2 CATEGORICAL	EXCLUSION	□ P	ROGRAMMATIC (CATEGORICAL EXCLUSION									
CLASS 3 ENVIONMENTAL	ASSESSMENT & REVISED E	NVIRONMENTAL ASSESSME	NT										
PREPARED BY		FHWA OR STATE OFF	ICIAL APPROVA	AL									
DATE	TELEPHONE NUMBER	DATE		TELEPHONE NUMBER									

734-1913 (3-97)

REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION

ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICA	TION
Project (Name of Project)	Key NO.
I-84 VMS	
Instructions: This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying progress of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistant	the checklist is to ensure these ropriate section of the Part 3. If you
AIR YES NO UNK is project in an air quality non-attainment area: CO OZONE PM10 YES NO UNK is project missing from: STIP TIP	
YES X NO UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes	7
ARCHAEOLOGY YES NO UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves,	, overlooks, etc.)?
YES NO VIX UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources?	
YES NO W UNK Does contact with local USFS or BLM archaeologist indicate any problems? Extent and cause of previous ground disturbance (minor, major)?	
BIOLOGY Please provide: USGS Quad Name Township Range _	Section
YES NO X UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate an	ny problems?
YES NO UNK Any local knowledge of T&E or sensitive species in area?	
✓ YES ✓ NO ✓ UNK Does contact with local BLM or USFS biologists indicate any problems? What are the results from a Natural Heritage Data Base check?	
Confirmed ODFW in-water preferred work periods for project area? (List if applicable)	
List any streams impacted by project	
ENERGY YES NO W UNK Does project affect energy use due to traffic patterns / volumes changes?	
GEOLOGY YES NO X UNK Discussions with Region geologist indicate any major concerns?	
YES NO UNK Discussions with region geologist minicals any major estimates.	
HAZARDOUS MATERIALS	
YES NO W UNK Does contact with local DEQ office indicate any concerns?	
YES NO W UNK Does contact with State Fire Marshal's office indicate any concern?	
YES NO X UNK Does contact with local fire department indicate and concerns?	
YES NO X UNK Does contact with PUC indicate any highway spills?	
YES NO UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?	
YES NO X UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?	C
Checked DEQ lists: UST Release incident RCRA Solid Waste TSD Leaking UST (List any occurrence on above lists)	Confirmed release
HISTORICAL YES NO W UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources?	
YES NO X UNK Any impacted sites on / nominated / listed as eligible for National Register?	-
YES NO W UNK Does contact with city / county Historical Society indicate potential resources?	
YES X NO UNK Any impacted buildings thought to be 50 years or older?	
YES X NO UNK Any apparent / unique / suspect structures of possible historical interest?	
YES X NO UNK Historic district / trails / bridges?	
NOISE CONTRACTOR OF THE PROPERTY OF THE PROPER	
YES X NO UNK Any shift in horizontal or vertical alignment? Amount of Horizontal ft. Vertical YES NO UNK Does project increase the number of travel lanes? Existing number of lanes Project increase the number of travel lanes?	
YES A NO UNK Any known noise problems / complaints? Approximate number of buildings / activity areas within 200 feet of proposed R/W line: Commercial Industr	ial Public
Residences Schools Churches Parks LAND USE / PLANNING	A
YES NO UNK Project not identified in local transportation improvement plan?	
YES NO X UNK Does contact with local jurisdiction planning department indicate any concerns?	
YES NO UNK is project outside of UGB? YES NO UNK Does project cross or touch UGB? Yes, some VMS may be locat	ed within NCR of
giting along corridor	
YES NO UNK Does Coastal Zone Management Act apply? Tes along collidor. YES NO UNK is it zoned forest or EFU?	
YES X NO UNK are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list	
YES NO X UNK Does contact with local SCS indicate "High Value" farmland concerns?	
VES TV NO 11NK Suntant Companies impact Pating applicable?	

Part 3 Attachment, Page 2

Project (Name of Project)	Key NO										
I-84 VMS											
LAND USE / PLANNING (Cont.)											
List zoning designations being impacted											
Region Planner's opinion on conformance (If not, why):											
TPR											
LCDC Goals											
Comp. Plan (county / city or both)	•										
SECTION 4(f) POTENTIAL YES X NO UNK Parks, wildlife refuges, historic buildings, recreational areas, etc. impacted?											
SECTION 6(f) POTENTIAL YES X NO UNK Land & Water Conservation Funds used to acquire parks, etc.?											
SOCIOECONOMICS YES X NO UNK Do building displacements appear key to economy / neighborhood?	·										
Number of displacements:O											
Estimate of number of people living / working adjacent to project: 0 - 30 31 - 100 100 1											
Observed racial / ethnic backgrounds living / working in area: Caucasia 🔲 Black 🔲 Asian 🗎 Mexican - American /	Native American										
Were MANY OF FOLLOWING OBSERVED: Elderly Many children Disabled											
VISUAL											
X YES NO UNK Designated Scenic Highway? Includes Columbia River Go											
YES NO X UNK Oregon Forest Practices Act restrictions apply?											
YES X NO UNK Major cut / fills?											
YES X NO UNK Bridges or large retaining walls anticipated?											
YES X NO UNK Any rivers on Oregon Scenic Waterway listing? YES X NO UNK Any rivers on the Federal Wild and Scenic River Listing?											
WATERWAYS / WATER QUALITY YES NO VUNK Within FEMA 100 year flood plain?											
YES NO 😾 UNK Within FEMA regulated floodway?											
YES X NO UNK Water quality limited stream impacted?											
YES X NO UNK Any active wells impacted?											
YES 😠 NO 🗌 UNK Projected ADT of 30,000 or greater?											
YES X NO UNK Navigable waterway?											
YES 🔀 NO 🔲 UNK is stream on ODFW Rivers Information Sÿstem database?											
YES 🔀 NO 🗌 UNK Any irrigation districts impacted?											
If streams affected, what is the fisheries stream classification?											
WETLANDS ☐ YES ☐ NO ☑ UNK National wetlands inventory maps indicate any potential concerns?											
YES NO VINK National wetlands inventory maps indicate any potential concerns? YES NO VINK Soil conservation maps indicate hydric soils in project area?											
YES NO XUNK Local Comprehensive Plan show any wetlands as protected resources?											
YES NO WUNK Riparian or wetland vegetation evident from visual inspection?											
PERMITS											
YES NO US Corps of Engineers Section 404/DSL Removal and Fill											
YES NO DEQ Indirect Source (Air)	•										
YES NO PUC (railroad)											
YES NO DOGAMI											
YES NO Coast Guard											
YES NO National Pollutant Discharge Elimination System (NPDES)											
YES NO Other											
CLEARANCES											
YES NO State and / or federal Endangered Species Act YES NO Air Conform											
State Historic Plessivation Office (Historic)	State Hastone Hastone Wilder										
☐ YES ☐ NO State Historic Preservation Office (Archneological) ☐ YES ☐ NO Hazmat Cle ☐ YES ☐ NO FHWA Noise ☐ YES ☐ NO Erosion Co.											
To the state of th	Date										
Prepared By . Phone Number											

SEE INSTRUCTIONS ON PAGE 2

					_				KEY ID#				
PROJECT TITLE C	OREGO	ON 1-84 RC	DAD, WEATHER,	AND INFORMA	ATION SY	STEM (RV	/IS)		REGION	MAINT	ENANG	CE DISTRICT	
STATE HIGHWAY #	# ⊦	HIGHWAY N	AME					MILEPO FROM 1			LENG	TH (km)	
X URBAN X RURAL	C	CITY				COUNTY ROAD/STREET NAME							
ROUTE #	1	NHS .	<u>X</u> YES _ NO	HPMS	FC	APPLICA	NT (IF O	THER THA	N STATE)				
US CONGRESSIC	NAL DI	STRICT		STATE SENATE	DISTRICT		STATE REPRESEN	ITATIVE DISTI	RICT				
COST	ESTIN	MATES (000's)		PROJEC	T DATE			· · · · · · · · · · · · · · · · · · ·	IGHT OF	WAY	· .	
PRELIMINARY ENG	SINEERI	ING	\$	GRADING					FILES		(#)		
RIGHT OF WAY			\$	PAVING					HECTARES (#)				
ROADWAY	\$			STRUCTURES					RELOCATIONS		(#)		
STRUCTURES	\$			SIGNING			_	STATE	WORK B	(* YAPPL	ICANT		
SIGNALS	\$			SIGNALS					PRELIMINARY ENGINEERING	(S,	C,A)		
ILLUMINATION	\$			ILLUMINATION		CONSTRUCTION ENGINEERING							
TEMPORARY	\$			MAINTENANCE YEARS (000)	COST FOR	5	\$	20	RIGHT OF WAY DESCRIPTIONS	(S,	C,A)		
	\$			ENVIRONMENT	AL CLASS	(1,2,3)			RIGHT OF WAY ACQUISITIONS	(S.	C,A)		
ENGINEERING	\$			DESIGN CATEG	ORY	(1-7)			e deserve serg	ONSTRUCTH	ON BY	robuso sa Lagrada seg	
TOTAL CONSTRUC	CTION		\$	WORK TYPE (1-12)					_CONTRACT _STATE FORCE	_ OTHE	R		
TOTAL ESTIMATE			\$130	The state of the s					_ CITY FORCE _				
RECOMMENDED L STATE SENATE DIS		ΤE		(QUAR	TER/YEAR)		MENDE SOURCE	MENDED (P.E.) (R/W) (CONST) OURCE					
			3	RECOMMEN	IDED PF	ROGRAI	VI REV	ISIONS	*	: 1: 12 - 1 - 1 - 1		· · · · · · · · · · · · · · · · · · ·	
_ POSTPONE _ CANCEL		SECTIO	N					FUN	DS	CUR. YR	EST	MATE (000's)	
_ POSTPONE _ CANCEL		SECTIO	N			<u> </u>		FUN	os	CUR YR	EST	MATE (000's)	
ITEM		E	XISTING	PROPOS	SED	DEFINE	THE PRO	DBLEM.					
TRAVEL LANE	S (#)				<u>-</u>	Weathe	r relate	d probler	ns interfere with tra	avel in this c	orrido	r and	
STRUCTURES	(#)						,	•	closure of the roa day There is a ne	,		, .	
SIGNALS	(#)					roadwa			,				
BIKEWAY	(Y/N)								ATTACH SKETCH MA				
AVERAGE						(RWIS)	sites al	ong the l	litional Road, Wea -84 corridor at 5-7	mile interva	ls Th	is project will	
YEAR OF AVERA	AGE					Include	d in this	will be r	ites into the commonate into the common interest in the common inter	e sensors w	nere a	ppropriate. A	
THROUGHWA	Υ								be added between added between n				
REQUESTED, REG 734-1911(3-97)	ION MA	ANAGER				DATE	TRA	NS COM	M APPROVAL DATE	PROGRA	M YEA	R FUNDING	

Oregon I-84 RWIS Project, Cont'd. KEY ID# **SECTION REGION** MAINTENANCE DISTRICT **PROJECT JUSTIFICATION** Realize reduced risk of incidents of I-84 roads and bridges. More timely dissemination of traveler warnings via Highway Advisory Radio (HAR), Highway Advisory Telephone (HAT), and Variable Message Signs (VMS). Better use of road maintenance resources. ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES: 1. PUBLIC HEARING/CITIZED (OFFICE) (PHONE) 2. ENVIRONMENTAL (OFFICE) (PHONE) 1. PRE-ENGINEERING (OFFICE) (PHONE) THIS OFFICIAL REQUEST IS FROM: THE CITY OF: (OFFICE) (COUNTY) (OFFICE) BY: (COUNTY) (OFFICE) (COUNTY) BY: **ADMINISTRATION RECOMMENDATIONS**

Oregon Department of Transportation

PROJECT PROSPECTUS

NOTEPARTACH - DESCRIPTION AND TAKESCH

SECTION	N													REGIO	N					
ENTER AAP	: PPLICAN	NT	SSTA	TE			C	CONS	JLTAN'	Т					ERM	Λ.	ND D	OCUN	- IENITS	
STATE CLEARIN	NG HOUS	SE	SIG	NS (PI	ERMAN	NENT)		STORM	1 SEWEI	R			PORT ARANC			WETLANDS			IENTS	
CITIZEN	'S RY COM	IM.	_	RIPING RMANE	ENT)			LANDS	CAPING				DUSE A	CTIONS ITS		ENDANGERED SPECIES				
рното	GRAMME	TRY		OJECT NING				IRRIGA	TION			FLO	OD PLA	AIN		HAZ	MAT			
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	GEOTEC IGATION		RR	SEPAF	RATION	N			TIVE LAI	ND			NALS			NOIS	SE STU	JDY		
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- Br 4	-									REVISI	ON A	PPRO	VED					DAT	=	
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Part 3 Project Environmental Classification

Key ID#													
Section	Bridge No.	Region	County										
1) ESTIMATED RIGHT OF WAY IMPA	ACT INCLUDING EASEMENTS, N	JUMBER OF PARCELS, ACREAGE, AN	D IMPROVEMENTS										
None - within existing rights-o	of-way												
2) ESTIMATED TRAFFIC VOLUME, F	FLOW PATTENRS, AND SAFETY	IMPACTS (INCLUDING CONSTRUCTION	ON IMPACTS, DETOURS, ETC)										
Some work expected near roa	adway to install new field equipr	nent. May require lane closures.											
3) ESTIMATED WETLANDS, WATERWA	AYS, AND WATER QUALITY IME	PACTS											
None													
ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS													
None ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS													
ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS													
None													
) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS													
None													
7) ESTIMATED PARK AND VISUAL I	IMPACTS												
Field equipment must conform	m to requirements of the Colum	bia River Gorge National Scenic Area.											
8) ESTIMATED AIR, NOISE, AND E	ENERGY IMPACTS												
None													
9) ESTIMATED HAZMAT IMPACTS													
None													
10) PRELIMINARY IDENTIFICATION	OF POTENTIAL AREAS OF CRI	TICAL CONCERN AND CONTROVERSI	AL ISSUES										
None													
RECOMMENDED PROJECT CLASSIFIC	CATION												
_	ENVIRONMENTAL IMPACT STAT	TEMENT RECONNAISSANC	E										
CLASS 2 CATEGORICAL EX	XCLUSION	☐ PROGRAMMATIC	CATEGORICAL EXCLUSION										
CLASS 3 ENVIONMENTAL A	ASSESSMENT & REVISED ENVI	RONMENTAL ASSESSMENT											
PREPARED BY		FHWA OR STATE OFFICIAL APPROV	AL										
DATE	ELEPHONE NUMBER	DATE	TELEPHONE NUMBER										

734-1913 (3-97)

REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION

٠					A	TTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION
F	roject (Nam	e of P	rojed	ct)	Key NO.
1.	nstructi	ons:				
						ted and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates
it	reas or e	conce ve b <i>ee</i>	m a n cons	No sidere	answei ed and	r indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these. I were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you
						503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance
,	dR.					
		V	NO		UNK	Is project in an air quality non-attainment area:
x		Ħ	NO	Ħ		Is project in an addated non-action action and action acti
A	YES	<u></u>	NO	H		
۲,		-32		ш	ON	Does the project involve adding lanes, signalization, channelization, and / or alignment changes?
	RCHAI YES	EOLU ₹	NO.		LIMIK	An anthonologically appoints are a potentially effected (nonflyance of given headlands course available as 12
占	YES	滑	NO	Ā		Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)? Do local city / county Comprehensive Plans indicate potential Goal 5 resources?
Ξ	YES	H	NO	75		Does contact with local USFS or BLM archaeologist indicate any problems?
E		⊔ nd.cai		Nre:		ground disturbance (minor, major)?
	IOLOG		200 01	•		
Ė	YES	`□	NO	v		provide: USGS Quad Name Township Range Section Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems?
F	YES	∇	NO	斉		Any local knowledge of T&E or sensitive species in area?
Ē		Ä	NO	∇		Does contact with local BLM or USFS biologists indicate any problems?
		the r		22		Iral Heritage Data Base check?
						rred work periods for project area? (List if applicable)
					-	
	ist any s		is impa	acted	oy pro	oject
	NERGY YES	Ш	NO	П	(1812	December 11 at 11
			NO	X	UNK	Does project affect energy use due to traffic patterns / volumes changes?
- 6	EOLOG YES	iY	NO	г	LINIZ	
			NO	X		Discussions with Region geologist indicate any major concerns?
X	YES	Ш	NO	Ļ	UNK	Drilling / exploration anticipated? - Equipment - foundations - Equipment
H	AZARE	ogus	MAT	ERIA	ALS	
	YES	Ц	NO	X	UNK	Does contact with local DEQ office indicate any concerns?
Ш	YES		NO	ل پ ا	UNK	Does contact with State Fire Marshal's office indicate any concern?
	YES		NO	X	UNK	Does contact with local fire department indicate and concerns?
	YES		NO	×	UNK	Does contact with PUC indicate any highway spills?
\Box	VCC	₩				
\exists	YES	X	NO			R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?
	YES		NO	XI	UNK	Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?
	ecked			\sqcup	ับรา	
	stany i ISTORI		rence	on a	above	lists)
	YES		NO	W	UNK	Does city / county comp plan list any impacted buildings / items as Goal 5 resources?
	YES		NO	Ŕ		Any impacted sites on / nominated / listed as eligible for National Register?
	YES	\Box		X		
\Box		LES L	NO	\equiv		Does contact with city / county Historical Society indicate potential resources?
	YES	X	NO	Ш	UNK	Any impacted buildings thought to be 50 years or older?
	YES	X	NO		UNK	Any apparent / unique / suspect structures of possible historical interest?
	YES	\mathbf{Q}	NO		UNK	Historic district / trails / bridges?
N	OISE					
		X	NO		UNK	Any shift in horizontal or vertical alignment? Amount of Horizontal ft. Vertical ft.
	YES	X	NO			Does project increase the number of travel lanes?
	YES	X	NO			Any known noise problems / complaints?
A	proxima	ite nu	mber c	of bu	ildings	/ activity areas within 200 feet of proposed R/W line: Commercial Industrial Public
						Residences Schools Churches Parks
L	AND US	SE / P	LANN	IING		
	YES	K	NO		UNK	Project not identified in local transportation improvement plan?
	YES		NO	K	UNK	Does contact with local jurisdiction planning department indicate any concerns?
ĸ	YES	\Box	NO	\Box	UNK	Is project outside of UGB?
	YES		NO			Does project cross or touch UGB? Project crosses several UGBs
		<u>ب</u>				
	YES	X	NO	\sqcup	UNK	Does Coastal Zone Management Act apply?
	YES	\square	NO			Is it zoned forest or EFU?
	YES	\Box	NO		UNK	are there other protected resources (ia, estuary, wetland, greenways, etc.)? If yes, list
	YES		NO	\mathbf{K}	UNK	Does contact with local SCS indicate "High Value" farmland concerns?
	YES	X	NO		UNK	Farmland Conversion Impact Rating applicable?

Part 3 Attachment, Page 2

Project (Nam	e of F	Project)	Key NO
LAND U	SE /	PLAN	NNING (Cont.)	* * * * * * * * * * * * * * * * * * *
List	t zoni	ng des	esignations being impacted	
Reg	jion F	danner	er's opinion on conformance (If not, why)	
	TP			,
		DC Go	oals	
	Co	mp. Pl	Yan (county / city or both)	
SECTION YES	۷ 4(f پي	POT NO	TENTIAL UNK Parks, wildlife refuges, historic buildings, recreational areas, etc. impacted?	
SECTION YES	N 6(f	POT NO	TENTIAL UNK Land & Water Conservation Funds used to acquire parks, etc.?	
SOCIOE	X	NO	UNK Do building displacements appear key to economy / neighborhood?	
Estimate of Observed	se of of nu racia	land: mber o	nents:	☐ Native American ☐
VISUAL				
YES YES		NO NO	UNK Designated Scenic Highway? <u>Includes</u> Columbia River Gor	ge
YES	\mathbf{x}	NO	UNK Major cut / fills?	
YES	\mathbf{x}	NO	UNK Bridges or large retaining walls anticipated?	
YES	\mathbf{x}	NO	UNK Any rivers on Oregon Scenic Waterway listing? None impacted	
YES	لێا	NO	UNK Any rivers on the Federal Wild and Scenic River Listing?	
	VAY:		ATER QUALITY	
YES		NO	X UNK Within FEMA 100 year flood plain?	
YES		NO	⅓ UNK Within FEMA regulated floodway?	
YES		NO NO	UNK Water quality limited stream impacted?	
YES	X	NO		
YES	$\overline{\mathbf{x}}$	NO	UNK Projected ADT of 30,000 or greater? UNK Navigable waterway?	
YES	w.	NO	UNK is stream on ODFW Rivers Information System database?	
YES		NO		
	X affer		UNK Any irrigation districts impacted?	
WETLAN		icu, v	what is the fisheries stream classification?	
YES		NO	UNK National wetlands inventory maps indicate any potential concerns?	
YES		NO	UNK Soil conservation maps indicate hydric soils in project area?	
YES		NO	W UNK Local Comprehensive Plan show any wetlands as protected resources?	
YES		NO	UNK Riparian or wetland vegetation evident from visual inspection?	
PERMITS			X	
YES		NO	US Corps of Engineers Section 404/DSL Removal and Fill	
YES		NO	DEQ Indirect Source (Air)	
YES		NO	PUC (railroad)	
YES		NO	DOGAMI	
YES		NO	Coast Guard	
YES		NO	National Pollutant Discharge Elimination System (NPDES)	
YES		NO	Other	Marrier was the second of the second of
CLEARAN	ICES			
YES		NO	State and / or federal Endangered Species Act YES NO Air Conformity	
YES		NO	State Historic Preservation Office (Historic) YES NO DEQ Commercia	al / Industrial Noise
YES :		NO	State Historic Preservation Office (Archneological) YES NO Hazmat Clearan	ce
YES		NO	FHWA Noise YES NO Erosion Control	· ·
Pered I	Вγ		Phone Number	Date

SEE INSTRUCTIONS ON PAGE 2

									KEY ID#					
PROJECT TITLE	OREGO	N I-84 Bi	RIDGE OVERHEI	GHT AND OVE	DETECTI	ON SY	STEM	REGION	MAINTE	NANCE E	ISTRICT			
STATE HIGHWAY I-84	#	IIGHWAY N	AME					MILEPOS FROM 4		TO 87				
X URBAN X RURAL	C	ITY				COUNTY -		ROAD/S	TREET NAME	NAME (
ROUTE #	٨	HS .	<u>X</u> YES NO	HPMS	FC	APPLICA	NT (IF O	IT (IF OTHER THAN STATE)						
US CONGRESSION	ONAL DI	STRICT		STATE SENATE	DISTRICT			STATE REPRESENTATIVE DISTRICT						
COST	ESTIN	AATES ((000's)	-	PROJEC	T DATE	i,		R	GHT OF	WAY	.8 ; 6+		
PRELIMINARY EN	GINEERI	NG	\$	GRADING					FILES		(#)			
RIGHT OF WAY			\$	PAVING					HECTARES		(#)			
ROADWAY	\$			STRUCTURES					RELOCATIONS		(#)			
STRUCTURES	\$			SIGNING					STATE/C	WORK BY ONSULTANT	/APPLICA	MT***********		
SIGNALS	\$			SIGNALS					PRELIMINARY ENGINEERING	(8,0	C,A)	·		
ILLUMINATION	\$			ILLUMINATION					CONSTRUCTION ENGINEERING	(8,0	C,A)			
TEMPORARY	\$			MAINTENANCE YEARS (000)	COST FOR	5	\$	40	RIGHT OF WAY DESCRIPTIONS	(8,0	C,A)			
	\$			ENVIRONMENT	AL CLASS	(1,2,3)			RIGHT OF WAY ACQUISITIONS	(S,C	C,A)			
ENGINEERING	\$			DESIGN CATEO	ORY	(1-7)				ONSTRUCTIO	W8Y×	e territorio de la compositiva de la c La compositiva de la compositiva della compos		
TOTAL CONSTRU	CTION	_	\$	WORK TYPE		(1-12)			_ CONTRACT _ STATE FORCE	_ OTHER	₹			
TOTAL ESTIMATE			\$840			d William	es exer.	» · : «.»- ·	_ CITY FORCE					
RECOMMENDED STATE SENATE D		E						ECOMMENDED (P.E.) (R/W)						
·				RECOMMEN	NDED PR	OGRA	vi RE\	ISIONS		***** (******* * ***	e il vienos. Per recesa	rana aga a sa. an en e		
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_ POSTPONE	:	SECTIO	N					FUNE	OS	CUR YR	ESTIMA	TE (000's)		
ITEM		E	EXISTING	PROPO	SED				ridges over the Co					
TRAVEL LANE	S (#)					and ove	rsized	trucks. T	lles are not design here is a need to d	etect trucks	that exc	eed the		
STRUCTURES	S (#)								ges before they be s of I-84 or SR 14 o					
SIGNALS (#)									s low that the brid th and size	ges will be r	econstru	cted to		
BIKEWAY	(Y/N)					PROPOS	ED SOL	UTION A	ATTACH SKETCH MA					
AVERAGE						system	s on the	Oregon	nt new overheight side of the bridges	at Cascade	e Locks,	Hood River,		
YEAR OF AVERAGE						The Dalles, Biggs Junction, and on I-82. It will also include into existing height and weight sensor systems into the infrastructure.								
THROUGHWA	λY					likely th	e Distri	ct Control	Centers)		•			
REQUESTED, RE0	GION MA	NAGER				DATE	TRA	ANS COM	M APPROVAL DATE	PROGRA	M YEAR	FUNDING		

REGION Trigorial distribution of the second	MAINTENANCE DISTRICT fication of an incident to the Portland TMOC hway Advisory Telephone (HAT), and
r drivers due to real-time notif	ication of an incident to the Portland TMOC hway Advisory Telephone (HAT), and
r drivers due to real-time notif ay Advisory Radio (HAR), Hig	ication of an incident to the Portland TMOC hway Advisory Telephone (HAT), and
OJECTS REQUESTED	BY LOCAL JURISDICTIONS
(OFFICE)	(PHONE
(OFFICE)	(PHONE
(OFFICE)	(PHONE
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(OFFICE)	(COUNT
TION RECOMMENDAT	
	/ING ACTIVITIES: (OFFICE) (OFFICE) (OFFICE) (OFFICE) (OFFICE) (OFFICE)

Oregon Department of Transportation

Transportation

PROJECT PROSPECTUS

PART 2 -- PROJECT DETAILS

KEY ID #

NOTE: ATTACH DESCRIPTION AND SKETCH

REGION

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CITIZEN' ADVISOI		м.		RIPING ERMAN				LAN	NDSC	APING				LAND USE ACTIONS AND PERMITS			END/ SPEC	ANGER CIES	ED	
PHOTOG	RAMME	TRY		OJECT GNING		-		IRR	IGAT	ION			FLOC	D PLA	IN		HAZI	MAT		
RECONN		CE	DE	TOUR				BORROW SOURCE					BUILI	DING		1 1		ORIC DURCE		
PUBLIC I	HEARING		ILI	UMINA	TION			MATERIALS SO			URCE		1		ENGRS. / /AL /FILL	1 1	AIR (CONFO DY	RMITY	
FIELD SU			RF	cros	SING		DISPOSAI			AL SITE			COAS	ST GU	ARD	1 1	DEQ NON-POINT SOURCE WATER			
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SOILS /	GEOTEC	н	RE	R SEPAI	RATION			SEN	VISITIV	VE LAN	D		SIGN	ALS			NOISE STUD			
HYDRAU		IDY	RF	RENCR	CROACHMENT			VALUE ENGINEERING					OLD (#)	T	NEW (#)		SECT	TION 4	(F)	
RIGHT - OF - WAY							SURPLUS PROPERTY						UTII	UTILITIES			(LIS	T BEL	.OW)	
RIGHT OF WAY EASEMENTS						CURF		CESS		ITROL PROPO:				PANIES lect	rical	Serv	/ic	e pı	covi	ders
	AC	QUIS	ITIONS					REL	OCA	TION	S									-
SIN N/A	1PLE (#)		COMPLEX (#) N/A				SINES N/A		#)	RESID N	ENTI/	AL (#)		N CTA	NDARDS	DESIGN	e DE I	en le	XCEPT	TON
							TYPICAL SECTION								(Y/N)					
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BIKE PATH	SIDE- WALK	CURB TYPE	PARKIN		ULDER LANE	LANE 3	LAP 2		LANE 1	MEDIA	AN }	ANE 1	LANE 2	LANE 3	SHOULDEF BIKE LANE	PARKI	1	CURB TYPE	SIDE- WALK	PATH
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Br 2						\perp				Br 6	201/52		TION	ENGINEER				DAT	·E	
Br 3		-					_						APPRO		FIGUREEU				DAT	
Br 4							i				''- ''	J. J. 4								

PROJECT PROSPECTUS Part 3 Project Environmental Classification

S	ection		Bridge No.		Region		County				
1)	ESTIMATED RIGHT OF WAY I	MPACT INCLUDING	EASEMENTS, I	NUMBER OF PARCELS,	ACREAGE, ANI	O IMPROVEN	MENTS				
	None										
2)	ESTIMATED TRAFFIC VOLUME	, FLOW PATTENRS	, AND SAFETY	IMPACTS (INCLUDING	G CONSTRUCTIO	ON IMPACTS	G, DETOURS, ETC)				
	Some work expected near	roadway to install	new field equip	ment. May require lane	closures.						
3)) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS										
	None										
4)) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS										
	None										
5)) ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS										
	None										
6)	5) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS										
	None										
7)	ESTIMATED PARK AND VISUA	L IMPACTS									
	Field equipment must con	form to requiremen	ts of the Colum	bia River Gorge Nation	al Scenic Area.						
8)	ESTIMATED AIR, NOISE, AN	D ENERGY IMPACT	S								
	None										
9)	ESTIMATED HAZMAT IMPACTS										
	None										
10)	PRELIMINARY IDENTIFICATI	ON OF POTENTIAL	AREAS OF CR	ITICAL CONCERN AND	CONTROVERSIA	AL ISSUES					
	None										
RI	ECOMMENDED PROJECT CLASSIF	FICATION									
	CLASS 1 DRAFT & FIN	AL ENVIRONMENTA	L IMPACT STA	TEMENT R	ECONNAISSANCI	Ξ					
	CLASS 2 CATEGORICAL	EXCLUSION		□ Pl	ROGRAMMATIC (CATEGORICA	AL EXCLUSION				
	CLASS 3 ENVIONMENTA	L ASSESSMENT &	REVISED ENVI	RONMENTAL ASSESSME	NT						
PI	REPARED BY			FHWA OR STATE OFF	ICIAL APPROVA	AL					
Di	ATE	TELEPHONE NUMB	ER	DATE		TELEPHO	ONE NUMBER				

734-1913 (3-97)

REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION

				A	TTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION
Project (f	Name	of P	rojec	:t)	Key NO
l					
Instruction This check	klist s	hould	be c	omplete	ed and attached to the Part 3. It will provide information to-assist in appropriately classifying projects. A "Yes" answer indicates
areas of c	once	n. a ".	No" t	16wan	indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these
items have	e bee	n cons	idere	d, and	were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you 503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.
nave any	quest	ions, j	pieas	e call (:	303 363-3477 The receptionist will transfer you to the appropriate resource position of constants
AIR					Con Cozour C PM10
∐ YES	×	NO	닏		Is project in an air quality non-attainment area: CO OZONE PM10
YES YES		NO	닏		Is project missing from: STIP TP TIP
YES	ل ي ا	NO	\sqcup	UNK	Does the project involve adding lanes, signalization, channelization, and / or alignment changes?
ARCHAE	_	GΥ	_		
Ŭ YES	ΙX	NO	Ц	UNK	Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)?
Ŭ YES	닏	NO	X	UNK	Do local city / county Comprehensive Plans indicate potential Goal 5 resources?
∐ YES		NO	لإيا		Does contact with local USFS or BLM archaeologist indicate any problems?
Extent and	id cat	ise of	prev	vious (ground disturbance (minor, major)?
BIOLOGY	Ϋ́		$\overline{}$		provide: USGS Quad Name Township Range Section
∐ YES		NO	لحا		Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems?
∐ YES	X	NO	\sqcup		Any local knowledge of T&E or sensitive species in area?
		NO	إيجا	UNK	Does contact with local BLM or USFS biologists indicate any problems?
What are	the re	sults	from	a Natu	ral Heritage Data Base check?
Confirmed	d ODF	W in-	wate	r prefe	rred work periods for project area? (List if applicable)
List any s	tream	ıs imp	acted	by pro	ject
ENERGY	•				
YES		NO	[X	UNK	Does project affect energy use due to traffic patterns / volumes changes?
GEOLOG	iΥ				,
YES		NO	[x	UNK	Discussions with Region geologist indicate any major concerns?
YES	$\bar{\Box}$	NO	Π̈́		Drilling / exploration anticipated? Equipment foundations
HAZARD) NOUS		EDI		Equipment Toundactons
YES		NO	Z.		Does contact with local DEQ office indicate any concerns?
☐ YES	H	NO	_==		Does contact with State Fire Marshal's office indicate any concern?
Ξ][لجا		
∐ YES	Ц	NO	[X]		Does contact with local fire department indicate and concerns?
YES		NO	lх	UNK	Does contact with PUC indicate any highway spills?
YES	X	NO	[-]	UNK	R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?
YES	$\vec{\Box}$	NO	Ū X		Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?
	DEQ				
Checked I			LI on	UST above	
_HISTORI	CAL				
YES	Ш	NO			Does city / county comp plan list any impacted buildings / items as Goal 5 resources?
YES		NO	ĸ	UNK	Any impacted sites on / nominated / listed as eligible for National Register?
YES		NO	X	UNK	Does contact with city / county Historical Society indicate potential resources?
YES	- IX	NO	$\overline{\Box}$	UNK	Any impacted buildings thought to be 50 years or older?
	_				·
U YES	X	NO			Any apparent / unique / suspect structures of possible historical interest?
	X	NO	Ш	UNK	Historic district / trails / bridges?
NOISE	_		_		
YES	K	NO	\sqcup		Any shift in horizontal or vertical alignment? Amount of Horizontal ft. Vertical ft.
☐ YES	K	NO		UNK	Does project increase the number of travel lanes? <u>Existing number of lanes</u> <u>Proposed number of</u>
YES	\mathbf{k}	NO	П	UNK	Any known noise problems / complaints?
_			of bu		/ activity areas within 200 feet of proposed R/W line: Commercial Industrial Public
Approxime	ato in	111111111111111111111111111111111111111	01 00	manigs	A BELLVILLY BIBBS WILLIAM 200 1961 OF PIOPOSOG TOTAL MILE.
					Residences Schools Churches Parks
LAND US	SE / I	PLAN	NING		
YES	لح	NO			Project not identified in local transportation improvement plan?
YES		NO	X	UNK	Does contact with local jurisdiction planning department indicate any concerns?
X YES	[7	NO		UNK	Is project outside of UGB?
X YES		NO	\sqcap		Does project cross or touch UGB? Yes, some equipment may be located within
					IIGR of cities along corridor
[] YES	X	ИО		UNK	Does Coastal Zone Management Act apply Of cities along corridor
YES	X	NO			Is it zoned forest or EFU?
YES	[X]	NO			are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list
YES		NO	X	UNK	Does contact with local SCS indicate "High Value" farmland concerns?
YES	$\bar{\mathbf{X}}$	NO		UNK	Farmland Conversion impact Rating applicable?

	Project) Key NO
AND USE / PLAN	NNING (Cont.)
List zoning de	osignations being impacted
Region Planne	er's opinion on conformance (If not, why).
TPR	
LCDC G	oals
Comp P	Yan (county / city or both)
ECTION 4(1) POT	
ECTION 6(f) POT	
OCIOECONOMIC YES 🔣 NO	UNK Do building displacements appear key to economy / neighborhood?
umber of displacen	nents: 0
	Residential Commercial Farmland Range Public Other (explain) of people living / working adjacent to project: 0 - 30 31 - 100 100
	nnic backgrounds living / working in area: Caucasia Black Asian Mexican - American / Native American
	LOWING OBSERVED: Elderly Many children Disabled
SUAL	State of the state
YES NO	UNK Designated Scenic Highway? Includes Columbia River Gorge
YES NO	UNK Designated Scenic Highway? Includes Columbia River Gorge X UNK Oregon Forest Practices Act restrictions apply?
YES V NO	UNK Major cut / fills?
YES NO	UNK Bridges or large retaining walls anticipated?
YES X NO	UNK Any rivers on Oregon Scenic Waterway listing? None impacted
21	UNK Any rivers on the Federal Wild and Scenic River Listing?
TERWAYS / W	/ATER QUALITY ☐ UNK Within FEMA 100 year flood plain?
YES NO	WINK Within FEMA regulated floodway?
YES W NO	UNK Water quality limited stream impacted?
YES NO	UNK Any active wells impacted?
YES X NO	UNK Projected ADT of 30,000 or greater?
YES X NO	UNK Navigable waterway?
YES X NO	
	UNK is stream on ODFW Rivers Information System database?
YES X NO	UNK Any imigation districts impacted?
treams affected, v TLANDS	what is the fisheries stream classification?
—	
YES NO	UNK National wetlands inventory maps indicate any potential concerns? UNK Soil conservation maps indicate hydric soils in project area?
YES NO	W UNK Soil conservation maps indicate hydric soils in project area? W UNK Local Comprehensive Plan show any wetlands as protected resources?
YES NO	UNK Riparian or wetland vegetation evident from visual inspection?
RMITS YES 🔲 NO	
	US Corps of Engineers Section 404/DSL Removal and Fill
	DEQ Indirect Source (Air)
YES NO	PUC (railroad)
	DOGAMI
YES NO	Coast Guard
YES NO	National Pollutant Discharge Elimination System (NPDES)
YES NO	Other
ARANCES	
YES NO	State and / or federal Endangered Species Act YES NO Air Conformity
	State Historic Preservation Office (Historic) YES NO DEG Commercial / Industrial Noise
YES [] NO	
YES NO	State Historic Preservation Office (Archneological) YES NO Hazmat Clearance
	State Historic Preservation Office (Archneological) FHWA Noise YES NO Hazmat Clearance

SEE INSTRUCTIONS ON PAGE 2

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This purpose of this project will be to install the main communications trunk for the corndor and, to integrate I-84 devices, Road, Weather, Information Systems (RWIS) stations, overweight sensors, SHRP sites, and variable message signs (VMS) into the communications infrastructure. This should be done in conjunction with the Portland TOC Expansion project or	SIGNALS	(#)					4						
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TEAR OF AVERAGE message signs (VMS) into the communications infrastructure. This should be done in conjunction with the Portland TOC Expansion project or	AVERAGE						for the c	orndor	and, to i	ntegrate I-84 devi	ces, Road,	Weathe	er, Information
	YEAR OF AVER	AGE				· · · · · ·							
	THROUGHWAY						be done in conjunction with the Portland TOC Expansion project or					oject or	
REQUESTED, REGION MANAGER DATE TRANS COMM APPROVAL DATE PROGRAM YEAR FUNDING	REQUESTED, REG 734-1911(3-97)	SION MA	NAGER				DATE	TRA	ANS COM	M APPROVAL DATE	PROGE	RAM YEA	R FUNDING

Oregon I-84 Kiosk Project, Cont'd.										
r roject, com a.		KEY ID#								
SECTION	REGION	MAINTENANCE DISTRICT								
PROJECT JUSTIFICATION										
Travelers will receive real-time, weather, and roa yellow pages, reservations, special event notices	ad status that improves safety and recuces incide s, and optional tourist services. An installation wi	nts. Travelers may also receive II be included at Portland Airport.								
ADDITIONAL INFORMATIO	ON FOR PROJECTS REQUESTED BY	LOCAL JURISDICTIONS								
RESPONSIBLE OFFICE TO BE CONTACTED FOR	RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:									
1. PUBLIC HEARING/CITIZED	(OFFICE)	(PHONE)								
2. ENVIRONMENTAL	(OFFICE)	(PHONE)								
1. PRE-ENGINEERING	(OFFICE)	(PHONE)								
THIS OFFICIAL REQUEST IS FROM:										
THE CITY OF:	(OFFICE)	(COUNTY)								
BY:	(OFFICE)	(COUNTY)								
BY:	(OFFICE)	(COUNTY)								
A	DMINISTRATION RECOMMENDATION	IS								



PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

KEY ID #

REGION SECTION C---CONSULTANT ENTER: S---STATE A---APPLICANT PERMITS AND DOCUMENTS AIRPORT STATE **WETLANDS CLEARANCE** STORM SEWER SIGNS (PERMANENT) CLEARING HOUSE LAND USE ACTIONS **ENDANGERED** CITIZEN'S STRIPING AND PERMITS **SPECIES LANDSCAPING** (PERMANENT) ADVISORY COMM. PROJECT FLOOD PLAIN **HAZMAT** IRRIGATION **PHOTOGRAMMETRY** SIGNING HISTORIC RECONNAISSANCE BUILDING RESOURCE **BORROW SOURCE** SURVEY **DETOUR** CORPS OF ENGRS. / AIR CONFORMITY MATERIALS SOURCE DSL REMOVAL /FILL STUDY ILLUMINATION **PUBLIC HEARING** DEQ NON-POINT COAST GUARD **SOURCE WATER DISPOSAL SITE** FIELD SURVEY **RR CROSSING** ARCHAEOLOGICAL GEOLOGY AND SURVEY LOCAL AGREEMENT MINERALS RR PROTECTION VICINITY MAP SOILS / GEOTECH **NOISE STUDY** SIGNALS SENSITIVE LAND INVESTIGATION RR SEPARATION NEW VALUE OLD SECTION 4(F) **ENGINEERING** (#) RR ENCROACHMENT (#) HYDRAULIC STUDY SURPLUS UTILITIES (LIST BELOW) RIGHT - OF - WAY **PROPERTY** COMPANIES ACCESS CONTROL (Y/N) RIGHT OF WAY **EASEMENTS** LIAISON Electrical service providers CURRENT PROPOSED: RELOCATIONS **ACQUISITIONS** SIMPLE (#) RESIDENTIAL (#) BUSINESS (#) COMPLEX (#) N/AN/A N/A N/A DESIGN STANDARDS DESIGN SPEED **EXCEPTION** (Y/N) TYPICAL SECTION SHOULDER LANE LANE LANE SHOULDER LANE PARKING BIKE SIDE-CURB MEDIAN PARKING BIKE LANE TYPE WALK PATH BIKE LANE PATH WALK AN ANTENNAMENTALISM EXISTING Some marker or So ,000 PROPOSED 1 grand the control of the state of SUGGESTED BASE DESIGN NEW WORK OVER EXISTING ITEM THIN WAS AND A TEMPORAL TO A TEMPORAT T **OVER EXISTING** ITEM **NEW WORK** SUGGESTED BRIDGE DESIGN LENGTH (FT.)(m) -WIDTH (FT.)(m) - SECOST AND COST MEN METRUCTURE WIDTH (FT.)(m) STRUCTURE LENGTH (FT.)(m) Br 5 Br 1 Br 2 APPROVED, LOCATION ENGINEER DATE Br 3 DATE **REVISION APPROVED** Br 4

PROJECT PROSPECTUS Part 3 Project Environmental Classification

		Key ID#								
Section	Bridge No.	Region	County							
1) ESTIMATED RIGHT OF WAY IME	PACT INCLUDING EASEMENTS, N	NUMBER OF PARCELS, ACREAGE, AN	D IMPROVEMENTS							
None										
2) ESTIMATED TRAFFIC VOLUME,	FLOW PATTENRS, AND SAFETY	IMPACTS (INCLUDING CONSTRUCTION	ON IMPACTS, DETOURS, ETC)							
None										
3) ESTIMATED WETLANDS, WATER	WAYS, AND WATER QUALITY IMP	PACTS								
None										
E) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS										
None										
5) ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS										
None										
6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS										
None										
7) ESTIMATED PARK AND VISUAL	IMPACTS									
None										
8) ESTIMATED AIR, NOISE, AND	ENERGY IMPACTS									
None										
9) ESTIMATED HAZMAT IMPACTS										
None										
10) PRELIMINARY IDENTIFICATION	N OF POTENTIAL AREAS OF CRI	ITICAL CONCERN AND CONTROVERSI	AL ISSUES							
None										
RECOMMENDED PROJECT CLASSIFI	CATION									
CLASS 1 DRAFT & FINAI	L ENVIRONMENTAL IMPACT STAT	TEMENT RECONNAISSANC	Ε							
CLASS 2 CATEGORICAL E	EXCLUSION	☐ PROGRAMMATIC	CATEGORICAL EXCLUSION							
CLASS 3 ENVIONMENTAL	ASSESSMENT & REVISED ENVIR	RONMENTAL ASSESSMENT								
PREPARED BY		FHWA OR STATE OFFICIAL APPROV	AL							
DATE	TELEPHONE NUMBER	DATE	TELEPHONE NUMBER							

734-1913 (3-97)

REGION ENVIRONMENTAL CHECKLIST
ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION

ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSI	FICATION									
Project (Name of Project)	Key NO.									
LI-84 Kiosk										
Instructions: This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.										
AIR YES NO UNK Is project in an air quality non-attainment area: CO OZONE PM10 YES NO UNK Is project missing from: STIP TP TIP YES NO UNK Does the project involve adding lanes, signalization, channelization, and / or alignment of	hanges?									
ARCHAEOLOGY YES NO UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)? YES NO UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources? YES NO UNK Does contact with local USFS or BLM archaeologist indicate any problems? Xtent and cause of previous ground disturbance (minor, major)?										
	nge Section									
What are the results from a Natural Heritage Data Base check?										
Confirmed ODFW in-water preferred work periods for project area? (List if applicable)										
List any streams impacted by project										
ENERGY YES NO WUNK Does project affect energy use due to traffic patterns / volumes changes? ———————————————————————————————————										
GEOLOGY YES NO WUNK Discussions with Region geologist indicate any major concerns? YES NO UNK Drilling / exploration anticipated?										
HAZARDOUS MATERIALS										
YES NO X UNK Does contact with local DEQ office indicate any concerns?										
YES NO WUNK Does contact with State Fire Marshal's office indicate any concern?										
YES NO W UNK Does contact with local fire department indicate and concerns?	oes contact with local fire department indicate and concerns?									
YES NO X UNK Does contact with PUC indicate any highway spills?										
YES NO UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills? YES NO UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?										
Checked DEQ lists: UST Release incident RCRA Solid Waste TSD Leaking UST (List any occurrence on above lists) HISTORICAL	Confirmed release									
YES NO X UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources?										
YES NO X UNK Any impacted sites on / nominated / listed as eligible for National Register?										
YES NO X UNK Does contact with city / county Historical Society indicate potential resources?										
YES X NO UNK Any impacted buildings thought to be 50 years or older?										
YES X NO UNK Any apparent / unique / suspect structures of possible historical interest?										
YES X NO UNK Historic district / trails / bridges?										
NOISE YES NO UNK Any shift in horizontal or vertical alignment? Amount of Horizontal ft. Ve	rtical ft.									
YES X NO UNK Does project increase the number of travel lanes? <u>Existing number of lanes</u>										
YES X NO UNK Any known noise problems / complaints?										
••• •• •• •• •• •• •• •• •• •• •• •• ••	Industrial Public									
Residences Schools Churches Parks										
LAND USE / PLANNING										
YES X NO UNK Project not identified in local transportation improvement plan? YES NO UNK Does contact with local jurisdiction planning department indicate any concerns?										
☐ YES ☑ NO ☐ UNK is project outside of UGB?	within truck stone									
and simports along some	idor.									
YES X NO UNK Does Coastal Zone Management Act apply? All polics along Coll YES X NO UNK is it zoned forest or EFU?										
YES NO W UNK are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list										
YES X NO UNK Does contact with local SCS indicate "High Value" farmland concerns?										
YES NO UNK Farmland Conversion impact Rating applicable?										

Part 3 Attachment, Page 2

Project (Name of Project)		1	Key NO.							
I-84 Kiosk										
LAND USE / PLANNING (Cont.)										
List zoning designations being impacted										
Region Planner's opinion on conformance (If not, why):										
TPR LCDC Goals										
Comp. Plan (county / city or both)										
SECTION 4(f) POTENTIAL										
YES X NO UNK Parks; wildlife refuges, historic buildings, recreat	tional areas, etc. impacted?									
SECTION 6(f) POTENTIAL YES NO UNK Land & Water Conservation Funds used to acqui	ire parks, etc.?		,							
SOCIOECONOMICS			,							
YES NO UNK Do building displacements appear key to economy / neighborhood?										
Number of displacements:C General use of land: Residential Commercial Farmland Range	Public Other (explain		***							
Estimate of flamber of people firming , working adjustice to project	30 31 - 100	American / Native Al	-							
	ck ∐ Asian ∐ Mexican - abled ☐ ^	American / LJ Native Al	mencan 🗀							
·										
VISUAL UNK Designated Scenic Highway?			,							
YES NO X UNK Oregon Forest Practices Act restrictions apply?										
YES NO UNK Major cut / fills?										
YES NO UNK Bridges or large retaining walls anticipated?										
YES NO UNK Any rivers on Oregon Scenic Waterway listing? YES NO UNK Any rivers on the Federal Wild and Scenic River										
	Listing:		-							
WATERWAYS / WATER QUALITY YES NO UNK Within FEMA 100 year flood plain?			•							
The transfer of the transfer o										
YES NO UNK Water quality limited stream impacted?										
YES X NO UNK Any active wells impacted?										
YES X NO UNK Projected ADT of 30,000 or greater?										
YES X NO UNK is stream on ODFW Rivers Information System of	latabase?		-							
YES V NO UNK Any irrigation districts impacted?			·							
If streams affected, what is the fisheries stream classification?			r							
WETLANDS		•								
YES NO W UNK National wetlands inventory maps indicate any p YES NO W UNK Soil conservation maps indicate hydric soils in p										
YES NO X UNK Local Comprehensive Plan show any wetlands a										
YES NO X UNK Riparian or wetland vegetation evident from visu										
PERMITS	-									
YES NO US Corps of Engineers Section 404/DSL Removal and Fill										
YES NO DEQ Indirect Source (Air)										
YES NO PUC (railroad) YES NO DOGAM!										
YES NO Coast Guard YES NO National Pollutant Discharge Elimination System (NPDES)			•							
YES NO Other										
CLEARANCES										
YES NO State and / or federal Endangered Species Act	☐ YES ☐ NO	Air Conformity	oice '							
YES NO State Historic Preservation Office (Historic)	☐ YES ☐ NO	DEQ Commercial / Industrial No Hazmat Clearance	Jac .							
YES NO State Historic Preservation Office (Archneological) YES NO FHWA Noise	YES NO	Erosion Control								
Prepared By	Phone Number	Date								
,										

SEE INSTRUCTIONS ON PAGE 2

									. [KEY ID#			
PROJECT TITLE	MULTN	NOMAH F.	ALLS PARKING I	MANAGEMENT	SYSTEM					REGION	MAINT	FNANC	E DISTRICT
STATE HIGHWAY		HIGHWAY N						MILEPO	ST				H (km)
1-84									ortland TO Idaho				
X URBAN X RURAL		CITY	•			COUŃTY		HOAD/S	STREET NA				
ROUTE #		NHS	X YES NO	HPMS	FC	APPLICA	NT (IF O	THER THA	N STATE)				
U S. CONGRESS	IONAL D	ISTRICT		STATE SENATE	DISTRICT	<u></u>			STATE:	REPRESENT	TATIVE DISTF	RICT	
COST	ESTI	WATES	(000s)	* * *	PROJEC	T DATE	 2		72 L Z.	BI	GHT OF	WAY	
PRELIMINARY EN	IGINEER	ING	\$	GRADING					FILES		***************************************	(#)	
RIGHT OF WAY			\$	PAVING					HECTAF	RES	_	(#)	
ROADWAY	\$			STRUCTURES					RELOC/	ATIONS		(#)	
STRUCTURES	\$			SIGNING					000 (1000) 000 (1000) 11 (10 (00)	STATE/C	WORK BY	/APPLI	CANT
SIGNALS	\$			SIGNALS				,	PRELIM ENGINE	INARY		C,A)	
ILLUMINATION	\$			ILLUMINATION				CONSTI	RUCTION ERING	(S,C,A)			
TEMPORARY	\$			MAINTENANCE YEARS (000)	5	\$	40	RIGHT ((S.C,A)			
	\$	·		ENVIRONMENT	TAL CLASS	(1,2,3)			RIGHT ((S.C,A)		
ENGINEERING	\$			DESIGN CATEG	GORY	(1-7)			orio suspen orionno più n	Ç	ONSTRUCTIO	N BY	er og ermege om en græv German er er fin sak ogse
TOTAL CONSTRU	ICTION		\$	WORK TYPE (1-12)				_CON		_ OTHE			
TOTAL ESTIMATE			\$270	e de tres de la companya de la comp A companya de la comp					_ CITY	FORCE			
RECOMMENDED STATE SENATE D		ΓE		(QUAF	(QUARTER/YEAR) RECOMMENDED FUND SOURCE				(P.E)	(R/W)		(CONST)	
				RECOMMEN	NDED PF	ROGRAN	I REV	ISIONS	C	e de la companya de La companya de la companya de l		* . ,	*. *
_ POSTPONE _ CANCEL	Ξ	SECTIO	N			, , , , , , , , , , , , , , , , , , ,		FUN	DS		CUR. YR.	ESTI	MATE (000's)
_ POSTPONE	=	SECTIO	N					FUNI	os	-	CUR YR	ESTI	MATE (000's)
ITEM		E	XISTING	PROPOS	SED	DEFINE 1	THE PRO	DBLEM M	ultnomah f	alls is a sig	nificant recre	ational	attraction in
TRAVEL LANE	ES (#)	1				, ~	_				ing lot located led to capaci		een the quently, drivers
STRUCTURES		1				lot and o	ccasiona	ılly for vehi	cles on the	main line.	Expanding th	ne parki	ing the parking ing lot is not an
SIGNALS (#)			·	time Dri	vers nee	d to know	when the	arking lot is			modate at one bypass the site		
BIKEWAY	<u>``</u>					PROPOS	ED SOL	UTION A	ATTACH S	attractions KETCH MAI			·
AVERAGE	<u> </u>					Multnon	nah Fal	ls and pr	ovides tra	avelers info	ormation via	ı VMS,	conditions at , HAR, kiosks,
YEAR OF AVER	AGE		····				_		-	•	his will inclu tructure and		egrating the he TIC
THROUGHWAY													
REQUESTED, RE	GION MA	NAGER				DATE	TRA	NS COM	M APPRO	VAL DATE	PROGRAI	M YEAF	FUNDING
734-1911(3-97)													

Multnomah Falls Parking				
Mgmt. System Project, Cont'd.			KEY ID#	
SECTION		REGION	MAINTENANCE DISTRIC	СТ
	PROJECT	T JUSTIFICATION		
Provide travelers with real-time	parking availability at Multnomah F		ternative tourist sites when p	earking is full.
	INFORMATION FOR PROJ		LOCAL JURISDICTIO	NS
RESPONSIBLE OFFICE TO BE G	ONTACTED FOR THE FOLLOWING	G ACTIVITIES:		
1. PUBLIC HEARING/CITIZED		(OFFICE)		(PHONE)
2. ENVIRONMENTAL		(OFFICE)		(PHONE)
1. PRE-ENGINEERING		(OFFICE)		(PHONE)
THIS OFFICIAL REQUEST IS FRO	OM:			
THE CITY OF :		(OFFICE)		(COUNTY)
BY:		(OFFICE)		(COUNTY)
BY:		(OFFICE)		(COUNTY)
	ADMINISTRATIO	ON RECOMMENDATION	NS	

PART 2 -- PROJECT DETAILS

KEY ID #

			2			NOTE	: ATTA	CH DESC	CRIPTION	AND SH	CETCH	<u> </u>				
SECTION												REGION				
ENTER:			SSTA	TE		CC(ONSUL	TANT				PEF	RMITS A	ND D	ОСИМ	ENTS
STATE CLEARIN	IG HOUS	E	SIGI	NS (PERMAN	IENT)	1 1 1			1	ORT ARANCE		WE	TLAND	ıs		
CITIZEN'S STRIPING ADVISORY COMM. (PERMANENT)				l	ANDSC	APING			D USE A	CTIONS rs		DANGE ECIES	RED			
PHOTOG	RAMME	TRY	1 '	JECT NING		1	RRIGAT	ION	,	FLO	OD PLAI	N	НА			
RECONN SURVEY		CE	DET	OUR		E	BORROV	V SOUR	CE	BUIL	DING -		HIS RES			
PUBLIC I	HEARING	;	ILLU	MINATION		ı	MATERI	ALS SOL	JRCE			NGRS. / 'AL /FILL	AIR CONFOR		ORMITY	
FIELD SU	JRVEY		RR (CROSSING			DISPOSA	AL SITE		COA	ST GUA	ARD	DEQ NON-POIR SOURCE WAT			
VICINITY	MAP		RR I	PROTECTION	1	ı	LOCAL	AGREEM	ENT	1	LOGY A ERALS	ND	AR SU	LOGICA	ıL.	
SOILS / G		н	RR S	SEPARATIO	VI .		SENSITI	VE LAND	·	SIGI	NALS	NO	UDY			
HYDRAU	JLIC STU	IDY	RR I	NCROACH	VENT	l t	VALUE ENGINE	ERING		OLD NEW (#)			SE	SECTION 4(F		
RIGHT - OF - WAY					SURPLU PROPER			UTI	LITIES		(LI	ST BE	ELOW)			
RIGHT OF WAY EASEMENTS		NTS		ACCE	SS CO	VTROL (Y/N)	CON	COMPANIES							
LIAIS	SON				CURR	ENT		PROPOS	ED:	E	lectr	cical :	servi	e p	rovi	ders
	AC	QUISI	TIONS			R	ELOCA	ATIONS	6							
SIM N/	/PLE (#) A		COMPLEX (#) BI			USINESS (#) RESIDENTIAL (#)			1)							
			14 / 2	3	*	N/A N/A			7.8	DESIGN STANDARDS			DESIGN SPEED EXCEPTION (Y/N)			
*****			, ************	Derry Styler	 [:4:\]**	 	TYP	ICAL S	ECTION	(1867) (*) - (*) } ; ;						
BIKE PATH	SIDE- WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIA	, ,	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE- WALK	PAT
	. 47	,	,					EXISTI	NG 💥							
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	ļ	TEM		NEW	WORK	0\	ÆR EXI	STING	<u>. 1.0121</u>	1,500	EM 🖽		A NEVY	WORK	OVER	EVIST
	***			X		*****	SHOOFS	TED BRI	DGE DESI	GN 8		N 2010 (2010).				
STRIB	CTURE	LENG	TH (FT.)(r				COST		STRUCT	URE	LENGT	1 (FT.)(m)	WIDTH (T.)(m):	I CONTRACT	COSTY
Br 1		1						,	Br 5							
Br 2		1							Br 6				<u> </u>			
Br 3								APPROVE	D, LOC	ATION E	NGINEER			DAT		
01 0					REVISION APPROVED							DAT	E			

Part 3 Project Environmental Classification

				Key ID#						
S	Section	Bridge No.		Region	County					
1)	ESTIMATED RIGHT OF WAY IMPACT INCLUDI	NG EASEMENTS,	NUMBER OF PARCELS	S, ACREAGE, AND I	MPROVEMENTS					
	None - within existing rights-of-way									
2)	ESTIMATED TRAFFIC VOLUME, FLOW PATTEN	RS, AND SAFETY	IMPACTS (INCLUDI	ING CONSTRUCTION	IMPACTS, DETOURS, ETC)					
	Some work expected near roadway to insta	all new field equip	ment. May require la	ne closures.						
3)	ESTIMATED WETLANDS, WATERWAYS, AND WA	TER QUALITY IM	PACTS							
	None									
4)	ESTIMATED WETLANDS, WATERWAYS, AND WA	TER QUALITY IM	PACTS							
	None									
5)) ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS									
	None									
6)) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS									
	None									
7)	ESTIMATED PARK AND VISUAL IMPACTS									
	Field equipment must conform to requirem	ents of the Colum	ıbia River Gorge Nati	onal Scenic Area.						
8)	ESTIMATED AIR, NOISE, AND ENERGY IMPA	CTS								
	None									
9)	ESTIMATED HAZMAT IMPACTS									
	None									
10)	PRELIMINARY IDENTIFICATION OF POTENTIA	AL AREAS OF CR	ITICAL CONCERN AN	ND CONTROVERSIAL	ISSUES					
	None									
R	ECOMMENDED PROJECT CLASSIFICATION		_							
	CLASS 1 DRAFT & FINAL ENVIRONMEN	TAL IMPACT STA	TEMENT	RECONNAISSANCE						
	CLASS 2 CATEGORICAL EXCLUSION			PROGRAMMATIC CAT	EGORICAL EXCLUSION					
	CLASS 3 ENVIONMENTAL ASSESSMENT	& REVISED ENVI	RONMENTAL ASSESSI	MENT						
Pl	REPARED BY		FHWA OR STATE OF	FFICIAL APPROVAL						
Di	ATE TELEPHONE NU	MBER	DATE		TELEPHONE NUMBER					

734-1913 (3-97)

REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION

ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION	1*
Project (Name of Project) Multnomah Falls	Key NO.
Instructions:	
This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the check items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate shave any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.	cklist is to ensure these
AIR YES X NO UNK is project in an air quality non-attainment area: CO OZONE PM10 YES NO UNK is project missing from: STIP TIP YES NO UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes?	
ARCHAEOLOGY YES X NO UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlook YES NO X UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources? YES NO X UNK Does contact with local USFS or BLM archaeologist indicate any problems? Extent and cause of previous ground disturbance (minor, major)?	<s, etc.)?<="" td=""></s,>
BIOLOGY Please provide: USGS Quad Name Township Range	Section
What are the results from a Natural Heritage Data Base check?	
Confirmed ODFW in-water preferred work periods for project area? (List if applicable)	
List any streams impacted by project	
ENERGY YES NO W UNK Does project affect energy use due to traffic patterns / volumes changes?	
GEOLOGY YES NO UNK Discussions with Region geologist indicate any major concerns? YES NO UNK Drilling / exploration anticipated? Equipment foundations	
HAZARDOUS MATERIALS	
YES NO	
YES NO MUNK Does contact with State Fire Marshal's office indicate any concern?	
YES NO	
YES NO UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills? YES NO WUNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?	
Checked DEQ lists: UST Release incident RCRA Solid Waste TSD Leaking UST Confirme (List any occurrence on above lists)	ed release
HISTORICAL YES NO X UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources?	
YES NO X UNK Any impacted sites on / nominated / listed as eligible for National Register?	
YES NO X UNK Does contact with city / county Historical Society indicate potential resources?	
YES NO UNK Any impacted buildings thought to be 50 years or older?	
YES X NO UNK Any apparent / unique / suspect structures of possible historical interest?	
X YES NO UNK Historic district / trails / bridges? Near historic Multnomah Falls	Lodge
NOISE A Vertical	4
YES X NO UNK Any shift in horizontal or vertical alignment? Amount of Horizontal ft. Vertical ft. Vertical YES X NO UNK Does project increase the number of travel lanes? Existing number of lanes Proposed number of travel lanes?	ft. mber of
YES X NO UNK Any known noise problems / complaints? Approximate number of buildings / activity areas within 200 feet of proposed R/W line. Commercial Industrial	Public
Residences Schools Churches Parks	_
YES X NO UNK Project not identified in local transportation improvement plan?	
YES NO W UNK Does contact with local jurisdiction planning department indicate any concerns?	
Y YES NO UNK is project outside of UGB?	
YES X NO UNK Does project cross or touch UGB?	
YES X NO UNK Does Coastal Zone Management Act apply?	
YES X NO UNK is it zoned forest or EFU?	
YES X NO UNK are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list YES NO	
YES NO UNK Does contact with local SCS indicate "High Value" farmland concerns?	

Part 3 Attachment, Page 2

roject (Name of	•		Key NO	
<u></u>	tnomah Falls			-
LAND USE / PLA	NNING (Cont.)			
List zoning d	esignations being impacted			
	er's opinion on conformance (If not, why).			
TPR			-	
LCDC (
	Plan (county / city or both)			
SECTION 4(f) PO	TENTIAL UNK Parks, wildlife refuges, historic buildings, recrea	ational areas, etc. impacted?	<u> </u>	
SECTION 6(f) PO	UNK Land & Water Conservation Funds used to acqu	uire parks, etc.?		
SOCIOECONOMI YES 🗖 NO		/ labba 42	•	
Number of displace	E service de service d	my / neignbomood?		
General use of land	: Residential Commercial Farmland Range			
Observed racial / et	hnic backgrounds living / working in area: Caucasia Bla	- 30 31 - 100 ack Asian Mexican - sabled	100	
VISUAL		_		
IXIYES ∐ NO ☐ YES ☐ NO		des Columbia F	River Gorge	
_ =				
YES IX NO ☐ YES IX NO				
		· · · · · · · · · · · · · · · · · · ·		
_ YES X NO				
YES X NO		Listing?		
WATERWAYS / \	- 1481/			
YES NO				
YES X NO		***		
YES X NO	UNK Any active wells impacted?			
YES X NO	UNK Projected ADT of 30,000 or greater?			
YES X NO	UNK Navigable waterway?			-
☐ YES 😾 NO	UNK Is stream on ODFW Rivers Information System of	datahasa?		•
YES X NO				
	UNK Any irrigation districts impacted?			
WETLANDS	what is the heneres stream classification?			
YES NO	WNK National wetlands inventory maps indicate any p	potential concerns?		
] YES 🗌 NO	X UNK Soil conservation maps indicate hydric soils in p			
] YES NO	☑ UNK Local Comprehensive Plan show any wetlands a			
YES NO	X UNK Riparian or wetland vegetation evident from visu			
PERMITS	and the state of t			
YES NO	US Corps of Engineers Section 404/DSL Removal and Fill			-
YES NO	DEQ Indirect Source (Air)			
] YES NO	PUC (railroad)			
] YES [] NO	DOGAMI			-
YES 🗌 NO	Coast Guard			
TES NO	National Pollutant Discharge Elimination System (NPDES)			
] YES 🗌 NO	Other			-,
CLEARANCES				*1
YES NO	State and / or federal Endangered Species Act	YES NO	Air Conformity	**
YES NO	State Historic Preservation Office (Historic)	YES NO	DEQ Commercial / Industrial Noise	
YES NO	State Histone Preservation Office (Archneological)	YES NO	Hazmat Clearance	-
YES NO	FHWA Noise	YES NO	Erosion Control	
Prepared By		Phone Number	Date	



WIN	SR	TITLE(WIN)	AREA ATMS S	STRATEGIC PLA	۸N			
	I-84	TYPE OF WORK	intelligent Tra	nsportation Sys	tem Componen	t		
	PIN	FUNCTIONALCLAS	S	NHS STATUS	REGION	DATE FORM REVISED	REVISION NO	
		Interstate		NHS	Boise			
BEGIN KP	END KP		NGTH. KM	PAVING LENGTH	_ane KM	Need for Right-	of-Way?	
MP	MP			La	ne Miles	Yes No	X Undetermined	
STATEMENT OF	DEFICIENCY	OR BENEFIT:	Is this de	eficiency addres	ssed in the 20 y	year System Plan?	Yes No	
						c management systoped for the ATMS in		
ROADWAY GEOME	TRIC DATA	EXISTING	PROPOSED	STANDARDS		Design Year Date		
TOTAL NO. THROUGH LA	NES							
NO. LANES THIS PROPOS	SAL .					CURRENT	DESIGN YEAR	
LANE WIDTH	ft/meter	1	1	1	(1995) ADT:			
SHOULDER WIDTH LT	ft/meter	1	/		TRUCK	TRUCK %:		
SHOULDER WIDTH RT	ft/meter	1	/	1				
ROADWAY WIDTH	ft/meter	. 1	,	1				
AUX LANE LENGTH	miles/KM	1	,	1		Eligible for Federal Aid X YesNc		
AUX LANE WIDTH	ft/meter	,	1	1	7	Other Partner?	YesNo	
MEDIAN WIDTH	ft/meter	/	1	1				
PROPOSED STR	ATEGY							
	Sub-Program/C SR: Begin to E		Description					
	SR Begin MF	P End MP	ATMS. This phase including an oper-emergency managhighway field devianalysis of the are estimate for budg architecture is prorequirements is cobe available for the	is recommendation center. Is gement: traveletices: and corrideas needs, an eting purposes vided below signapleted. After	ded to determine sues to be eva- er information solder coordination architecture des, and a requirence it is subject the study is coion phase.	ds and requirements for the nature and scop aluated include: traffic service provider function. The products of the effinition that reflects prements docuemnt. Note to change until the complete a more accurately accurate	be of the system, management; ions; integration of e study will be an otential solutions, ar o potential evaluation of	
REGIONAL ADMINISTRAT							DATE	
OSC DESIGN CONCURR							DATE	
SERVICE CENTER COMM	MENTS							
OSC PROGRAM MANAGE	EMENT ADDROVAL!						DATE	



WIN	, -	SR	TITLE(WIN)	ВС	DISE AREA	COMMUNICAT	IONS INTEGRAT	TION			
		1-84	TYPE OF WORK	lnt	elligent Tra	nsportation Sy	stem Componen	t			
		PIN	FUNCTIONAL CL	ASS .		NHS STATUS	REGION	DATE FORM REVISED	REVISION NO		
			Interstate			NHS	Boise				
BEGIN KP		END KP	1			PAVING LENGTH Lane KM			· · · · · · · · · · · · · · · · · · ·		
MP		MP_		Miles _		La	ne Miles Yes No _X Undetermine				
STATEME	NT OF	DEFICIENCY (OR BENEFIT:		ls this de	ficiency addre	essed in the 20	year System Plan?	Yes No		
The Boise	e area	will benefit fro	om real-time	informa	ation on ro	ad and traffic	conditions ar	nd incidents.	j		
ROADWAY GEOMETRIC DATA EXISTING		EXISTING	PF	ROPOSED	STANDARDS	5	Design Year Date				
TOTAL NO. TH	ROUGH L	ANES									
NO LANES TH	IS PROPO	OSAL						CURRENT	DESIGN YEAR		
LANE WIDTH		ft/meter	/		1	1	(1995) A	DT:			
SHOULDER W	IDTH LT	ft/meter	,		1	,		(%:			
SHOULDER W	OULDER WIDTH RT. ft/meter /			1	,						
ROADWAY WIE	OTH	ft/meter	,		1	' ,					
AUX LANE LEN		miles/KM	,			,	-	ligible for Federal Aid	X Yes No		
AUX LANE WID		ft/meter		, , ,			_	Other Partner?	YesNo		
MEDIAN WIDTH		ft/meter				 		Other Faither:	_ res _ NO		
WEDIAN WIDT	'		/	!					<u>.</u> ,		
PROPOSE	DSTF	RATEGY									
PIN	%	Sub-Program/C SR: Begin to E		Descrip	tion	-27					
		SR Begin MF	P End MP	This project will implement the communications network in the Boise area and link it with the Oregon I-84 Communications Network. The project will also integrate all appropriate I-84 with the communications network and the Boise TOC. A SONET Microwave backbone with a fully open architecture is included as the most cost-effect solution. This project would be coordinated with the Boise area ATMS strategic plant and the Corridor System Manager to ensure that communications with the corridor a integration of field devices are planned for. Project Cost Estimate \$965,000 Maintenance Cost (5 years) 60,000							
_											
REGIONAL AD									DATE		
OSC DESIGN (DATE		
SERVICE CEN	IER COM	IMENTS.									
OSC PROGRA	M MANAC	SEMENT APPROVAL:							DATE		



WIN	SR I-84	TITLE(WIN) TYPE OF WORK			MS DEPLOY			nt	
	PIN	FUNCTIONAL CLA			NHS STATUS	RE	GION Dise	DATE FORM REVISED	REVISION NO
BEGIN	END.	LEN	ENGTH PAVING		Need for Birth of West				
KP			KM _ Miles _		LENGTH		e KM Miles		-
					-				
STATEMENT OF	DEFICIENCY	OR BENEFIT:		Is this de	ficiency add	resse	d in the 20	year System Plan?	Yes No
The Boise area v	vill benefit fro	om real-time i	nformat	ion on roa	ad and traf	fic co	onditions ar	nd incidents.	
ROADWAY GEOME	TRIC DATA	EXISTING	PRO	OPOSED	STANDAR	DS		Design Year Date	-
TOTAL NO THROUGH LAI	NES								
NO LANES THIS PROPOS	AL							CURRENT D	ESIGN YEAR
LANE WIDTH	ft/meter	/		1	/		(1995) <i>F</i>	NDT:	
SHOULDER WIDTH LT	ft/meter	1		1			TRUCK	〈 %:	
SHOULDER WIDTH RT	ft/meter			1	/				
ROADWAY WIDTH	ft/meter	1		1	. /				
AUX LANE LENGTH	miles/KM	1		1	/		E	Eligible for Federal Aid	YesNo
AUX LANE WIDTH	ft/meter	1		1	1			Other Partner?	YesNo
MEDIAN WIDTH	ft/meter	1		1	1				
PROPOSED STRA	ATEGY								
	Sub-Program/Ca SR: Begin to E		Descripti	on					
	This project will install three (3) permanent variable message signs (VMS) to provide messages for congestion, weather, road conditions, and recommended diversions one (1) portable VMS sign to deal with special situations (events and construction). This project will also integrate the VMS signs to the Boise Area Communications. Network and the Boise TOC. The portable VMS will be connected to the Boise TO wireless (most likely cellular). Preliminary locations for the three permanent signs at Eastbound I-84 near mile post; Westbound I-84 near mile post 48; and Westbound near mile post 60. Idaho Transportation Department will be able to coordinate messages with the VMS sign being installed in Oregon at Eastbound I-84 near mile 375. Project Cost Estimate \$390,000						d diversions, and construction). unications he Boise TOC via anent signs are: d Westbound I-84 pordinate		
					tenance Co			10,000	
REGIONAL ADMINISTRAT	OR								DATE
OSC DESIGN CONCURRE									DATE
service CENTER COMM	IENIS								
									DATE



	SR	TITLE(WIn)	IDAHO I-84 KIC	DSK					
	1-84	TYPE OF WORK	Intelligent Trans	sportation Sys	tem Componen	<u>t</u>			
	PIN	FUNCTIONAL interstate		NHS STATUS	REGION Boise	DATE FORM REVISED	REVISION NO		
KP			GTH. KM	PAVING LENGTH.	_ane KM	Need for Right-of-Way? e Miles YesNo × Undetermined			
STATEMENT O	F DEFICIENCY	OR BENEFIT:	Is this def	ficiency addres	ssed in the 20 y	ear System Plan?	Yes No		
incidents. Ti		o receive add				o improve safety an es information, reser			
ROADWAY GEOI	METRIC DATA	EXISTING	PROPOSED	STANDARDS		Design YearDate			
TOTAL NO THROUGH	LANES		-						
NO LANES THIS PRO	POSAL				1	CURRENT	DESIGN YEAR		
LANE WIDTH	ft/meter	1	1	/	(1995) A	.DT:			
SHOULDER WIDTH LT	ft/meter	,	,	,		<%:			
SHOULDER WIDTH RI	f ft/meter	,	 	,	7				
ROADWAY WIDTH	ft/meter	',	' ,	 	 				
AUX LANE LENGTH	miles/KM	<u>'</u>	+	· · · · · · · ·	- _	Ticible for Foderal Aid	XYesNo		
		/		,	- '	ľ			
MEDIAN WIDTH	ft/meter ft/meter	/		/	-	Other Partner?	YesNo		
		· · · · · · · · · · · · · · · · · · ·	<u>l</u>	<u> </u>					
proposed 3 S	Sub-Program/C		Description						
This project will implement traveler information kiosks at the Boise Airport and eastbound I-84 near mile post 2 in Idaho. The kiosks will initially provide road conditions/status, weather, tourist information, yellow pages, and advisories. In addition, the kiosks will provide the capability to add features such as reservations traveler services from other regions. The project will be coordinated with the Trip Information Project to ensure that information is provided to the kiosks from the AT system and to coordinate information with the Ontario, Oregon kiosk. Project Cost Estimate \$285.000 Maintenance Cost (5 years) 15,000						vide road visories. In s reservations and with the Trip Trave s from the ATIS			
REGIONAL ADMINIST	RATOR	L.					DATE		
OSC DESIGN CONCU							DATE		
SERVICE CENTER CO	DMMENTS								
OSC PROGRAM MAN	IAGEMENT APPROVAL						DATE		



PIN FUNCTIONAL CLASS NHS STATUS REGION DATE FORM REVISED REVISION NO BEGIN KP LENGTH KM PAVING LENGTH Lane KM Need for Right-of-Way? MP MIles Lane KM Need for Right-of-Way? MP MIles Lane KM Need for Right-of-Way? Yes No × Undetermined STATEMENT OF DEFICIENCY OR BENEFIT: Is this deficiency addressed in the 20 year System Plan? Yes No TD would add video surveillance to the area at a reduced cost by using the RWIS sites. ROADWAY GEOMETRIC DATA EXISTING PROPOSED STANDARDS Design Year Date TOTAL NO THROUGH LANES CURRENT DESIGN YEAR LANE WIDTH fymeter / / / (1995) ADT: SHOULDER WIDTH RT. fymeter / / / SHOULDER WIDTH RT. fymeter / / / FINANCE TRUCK %: SHOULDER WIDTH RT. fymeter / / / FINANCE TRUCK %: SHOULDER WIDTH RT. fymeter / / / FINANCE TRUCK %: SHOULDER WIDTH RT. fymeter / / / / FINANCE TRUCK %: SHOULDER WIDTH RT. fymeter / / / / FINANCE TRUCK %: SHOULDER WIDTH RT. fymeter / / / / FINANCE TRUCK %: SHOULDER WIDTH RT. / / / FINANCE FORM REVISED REVISION NO REVISION NO DATE FORM REVISED REVISION NO REGION DATE FORM REVISED REVISION NO REGI	WIN	SR	TITLE(WIN)			· ·			N SYSTEM (RWIS) U	PGRADE
Interstate NHS Bolise Need for Right-of-Way?		I-84	TYPE OF WORK	Intelli	gent Trans	-		-		
ECON KP NP LANCEMENT OF DEFICIENCY OR BENEFIT: Is this deficiency addressed in the 20 year System Plan? Yes No TO would add video surveillance to the area at a reduced cost by using the RWIS sites. ROADWAY GEOMETRIC DATA EXISTING PROPOSED STANDARDS FOUND AND THROUGHLANDS TOTAL NO THROUGHLANDS LONE WIDTH SIMMERS J J J J SHOULDER WIDTH TO REMOVE HEAVING THROUGH AND THROUG		PIN		ASS					DATE FORM REVISED	REVISION NO
KP	REGIN	END		NGTH			DOIS	е		
MP Miles L a n e Miles Yes No X Undetermined STATEMENT OF DEFICIENCY OR BENEFIT: Is this deficiency addressed in the 20 year System Plan? Yes No TD would add video surveillance to the area at a reduced cost by using the RWIS sites. ROADWAY GEOMETRIC DATA EXISTING PROPOSED STANDARDS Design Year Date CURRENT DESIGN YEAR CURRENT DESIGN YEAR		KP _		KM	KM LENGTH Lane KM Ne					-
TD would add video surveillance to the area at a reduced cost by using the RWIS sites. ROADWAY GEOMETRIC DATA	MP	MP _		Miles		. L	ane	e <u>Mile</u>	<u>s</u> _Yes _ No	× Undetermined
ROADWAY GEOMETRIC DATA EXISTING PROPOSED STANDARDS Design Year Date	STATEMENT O	F DEFICIENCY	OR BENEFIT:	I	s this de	eficiency addre	essed i	in the 20 y	ear System Plan?	Yes No
Design Year Date Design Year Date	TD would add	d video surveilla	ance to the a	rea at a re	educed	cost by usin	g the	RWIS sites	S.	
NO LARES THIS PROPOSAL LANE WIDTH 1 firmster	ROADWAY GEO	METRIC DATA	EXISTING	PROF	POSED	STANDARD	s		Design Year Date	
ANE WIDTH Number / / / / (1995) ADT:	TOTAL NO THROUGH	H LANES					_]			
SHOULDER WIDTH RT. tymeter / / / / / ROADWAY WIDTH ft. tymeter / / / / / / ROADWAY WIDTH ft. tymeter / / / / / / Eligible for Federal Aid XYes_No AUX LANE WIDTH ft. tymeter / / / / / Eligible for Federal Aid XYes_No AUX LANE WIDTH ft. tymeter / / / / / Cher Partner? Yes_No AUX LANE WIDTH ft. tymeter / / / / / Cher Partner? Yes_No AUX LANE WIDTH ft. tymeter / / / / / / / / / / REDUAN WIDTH ft. tymeter / / / / / / / / / REDUAN WIDTH ft. tymeter / / / / / / / / / / / REDUAN WIDTH ft. tymeter / / / / / / / / / / / / / / / / REDUAN WIDTH ft. tymeter / / / / / / / / / / / / / / / / / / /	NO LANES THIS PRO	POSAL					\neg		CURRENT	DESIGN YEAR
SHOULDER WIDTH RT. It/meter / / / / / ROADWAY WIDTH It/meter / / / / / AUX LANE LENGTH miles/KM / / / / / AUX LANE WIDTH It/meter / / / / / REDIAN WIDTH It/meter / / / / / PROPOSED STRATEGY PIN	LANE WIDTH	ft/meter			/	1		(1995) AE	OT:	
ROADWAY WIDTH fumeter / / / / Eligible for Federal Aid XYes_No AUX LANE LENGTH miles(RM / ' / / / Eligible for Federal Aid XYes_No AUX LANE WIDTH fumeter / / / / Other Partner? Yes_No #EDIAN WIDTH fumeter / / / / PROPOSED STRATEGY PIN	SHOULDER WIDTH LT	ft/meter	/		/	/]	TRUCK	%:	
AUX.LANE LENGTH miles/KM / / / / Discription PROPOSED STRATEGY PIN % SR: Begin to End MP End MP SR Begin MP End MP SR Begin MP End MP REGIONAL ADMINISTRATOR OSC DESIGN CONCURRENCE POSC DESIGN CONCURRENCE SERVICE CENTER COMMENTS: Eligible for Federal Aid XYes _No Other Partner? Yes _No Oth	SHOULDER WIDTH RI	T. ft/meter	1		1	/				
AUX LANE WIDTH tymeter / / / Other Partner? Yes No #EDIAN WIDTH tymeter / / / / Other Partner? Yes No #EDIAN WIDTH tymeter / / / / Other Partner? Yes No #EDIAN WIDTH tymeter / / / / Other Partner? Yes No #EDIAN WIDTH tymeter / / / / Other Partner? Yes No #EDIAN WIDTH tymeter / / / / Other Partner? Yes No #EDIAN WIDTH tymeter / / / / Other Partner? Yes No #EDIAN WIDTH tymeter / / / / Other Partner? Yes No #EDIAN WIDTH tymeter / / / / / / / / / / / / / / / / / / /	ROADWAY WIDTH	ft/meter	1		/	/				
#EDIAN WIDTH twelf / / / PROPOSED STRATEGY PIN	AUX LANE LENGTH	miles/KM		•	/	1		Eligible for Federal Aid XYes		XYesNb
PROPOSED STRATEGY Sub-Program/Category Description	AUX LANE WIDTH	ft/meter	1		/	1			Other Partner?	YesNo
PIN	MEDIAN WIDTH	ft/meter	1		1	/				
PIN % I SR: Begin to End MP Description This project will upgrade existing RWIS sites in the Boise area to include CCTV at each site and support the integration of RWIS sites with the Boise Area Communications Network. The actual integration into the network will be done under the Boise Area Communications Network project. It is anticipated that the RWIS will add CCTV and a controller to the existing equipment. The controller will provide the interface to the network, the Boise TOC, and to the CCTV equipment. Project Cost Estimate \$55,000 Maintenance Cost (5 years) 10,000 REGIONAL ADMINISTRATOR DATE OSC DESIGN CONCURRENCE DATE OSC PROGRAM MANAGEMENT APPROVAL DATE	PROPOSED S	TRATEGY								
site and support the integration of RWIS sites with the Boise Area Communications Network. The actual integration into the network will be done under the Boise Area Communications Network project. It is anticipated that the RWIS will add CCTV and a controller to the existing equipment. The controller will provide the interface to the network, the Boise TOC, and to the CCTV equipment. Project Cost Estimate \$55,000 Maintenance Cost (5 years) 10,000 REGIONAL ADMINISTRATOR OSC DESIGN CONCURRENCE SERVICE CENTER COMMENTS: DATE OSC PROGRAM MANAGEMENT APPROVAL Site and support the integration of RWIS sites with the Boise Area Communications Network the integration of RWIS sites with the Boise Area Communications Network will be done under the Boise Area Communications Network project. It is anticipated that the RWIS will add CCTV and a controller will provide the interface to the network, the Boise TOC, and to the CCTV equipment. Project Cost Estimate \$55,000 Maintenance Cost (5 years) 10,000 DATE	PIN 4 %.	_		Description	1					
OSC DESIGN CONCURRENCE SERVICE CENTER COMMENTS: OSC PROGRAM MANAGEMENT APPROVAL DATE		SR Begin Mi	P End MP	site and su Network. Communic controller	upport the actucations I to the e he Boise Proj	ne integration ual integration Network proje existing equipre TOC, and to	of RW into the ct. It is nent. To the Conate	IS sites wine network santicipate Control CCTV equip	th the Boise Area (will be done under ed that the RWIS w ler will provide the ment. \$55,000	Communications the Boise Area rill add CCTV and a
SERVICE CENTER COMMENTS: OSC PROGRAM MANAGEMENT APPROVAL DATE										
COC I NOCINAIN INNINACEINENT ALL NOVAE										DAIE
		NAGEMENT APPROVAL								DATE

SEE INSTRUCTIONS ON PAGE 2

								KEY ID#						
PROJECT TITLE	TRIP TE	RAVEL INF	ORMATION SYS	STEM					REGION		MAINTE	NANCE [DISTRICT	
STATE HIGHWAY		IIGHWAY N			·			MILEPO		_		LENGTH		
I-84						r		•		o Ida			`	
X URBAN X RURAL	C	CITY			_	COUNTY		ROAD/S	TREET NAME	_				
ROUTE #	1		X_YES NO	HPMS	FC	APPLICAN	T (IF O	THER THA	AN STATE)			_		
US CONGRESSI	ONAL DI	STRICT		STATE SENATE	DISTRICT				STATE REPRESENTATIVE DISTRICT					
COST	ESTIN	VATES (000's)	PROJECT DATE				- 10 (1994) - 10 (1994) - 10 (1994)	RIGHT OF WAY					
PRELIMINARY EN	GINEERI	NG	\$	GRADING ,					FILES			(#)		
RIGHT OF WAY			\$	PAVING			·		HECTARES			(#)		
ROADWAY	\$			STRUCTURES	STRUCTURES				RELOCATIONS			(#)		
STRUCTURES	\$			SIGNING					eren y					
SIGNALS	\$			SIGNALS				PRELIMINARY ENGINEERING		(S,C	;,A)			
ILLUMINATION	\$			ILLUMINATION				CONSTRUCTION ENGINEERING		(8,0	;,A)			
TEMPORARY	\$			MAINTENANCE YEARS (000)	5	\$	25	RIGHT OF WAY DESCRIPTIONS		(S,C	;,A)			
	\$			ENVIRONMENT	(1.2.3)		 	RIGHT OF WAY		(S,C	; A)	-		
ENGINEERING	\$			DESIGN CATEG	ORY	(1-7)				CON	STRUCTIO	N-BY	e en	
TOTAL CONSTRU	CTION		\$	WORK TYPE		(1-12)		-	_ CONTRACT _ STATE FORC	E	_ OTHER	?		
TOTAL ESTIMATE		-	\$ 495						_ CITY FORCE					
RECOMMENDED STATE SENATE D		E		(QUARTER/YEAR) RECOMMI FUND SOI			OURCE		(P.E		(R/W)		(CONST)	
				RECOMMEN	IDED PA	OGRAM	1 REV	ISIONS	}		1		18 9 1 38 91 35 18 9 1 18	
_ POSTPONE		SECTIO	N				_	FUN	DS	(CUR YR.	ESTIMA	TE (000's)	
_ POSTPONE		SECTIO	N .				•	FUN	DS	(CUR YR	ESTIMA	TE (000's)	
ITEM	·	E	XISTING	PROPOS	SED	DEFIN	VE TI	HE PF	ROBLEM:					
TRAVEL LANE	S (#)								ted accident ra eather related p					
STRUCTURES	(#)					fog some	etimes	require t	he freeway to b	e clos	ed during	the year	r There is a	
SIGNALS	(#)					during th		weall	ior und roduwa	, ,, ,, ,,			9 4114	
BIKEWAY (Y/N)								ATTACH SKETCH Portland Traffic Mar						
AVERAGE					center will c	coordinate	e traveler da Part of this	ita and disseminate effort will be to estab	t via HA lish the	T, HAR, VMS data center fo	, kiosk, the or ATIS and	internet, and a WEB page		
YEAR OF AVERAGE					capability This project	integration	on into the o	orridor communicati arallel with the kiosk j Will include Washing	ons bac projects	kbone will als Developme	so be part on the HA	of this effort AT and the HAR		
THROUGHWA	·Υ					Boise Corno		project	madda ffasillig	.on and		51 415 1		
REQUESTED, REC	AM NOIE	NAGER				DATE	TRA	INS COM	M APPROVAL DA	ATE	PROGRAM	M YEAR	FUNDING	
734-1911(3-97)														

Trip Travel Information System Project, Cont'd.								
System Project, Conta.		KEY ID#						
SECTION	REGION	MAINTENANCE DISTRICT						
	PROJECT JUSTIFICATION	ON						
Travelers receive coordinated, real-time t	traffic, transit, weather, and road status infor	rmation.						
ADDITIONAL INFORI	MATION FOR PROJECTS REGULES	STED BY LOCAL JURISDICTIONS						
ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS								
RESPONSIBLE OFFICE TO BE CONTACTE	ED FOR THE FOLLOWING ACTIVITIES:							
1. PUBLIC HEARING/CITIZED	(OFFICE	E) (P	HONE)					
2. ENVIRONMENTAL	(OFFICE	E)	HONE)					
1. PRE-ENGINEERING	(OFFICE	E) (P	HONE)					
THIS OFFICIAL REQUEST IS FROM:								
THE CITY OF:	(OFFICE)	(C	OUNTY)					
BY:	(OFFICE)		OUNTY)					
DT.	(OFFICE)		OUNTT)					
BY:	(OFFICE)	(C	OUNTY)					
	ADMINISTRATION RECOMME	NDATIONS						
	ADMINIOTRATION REGULATION	MATIONO						

Oregon Department of Transportation

PROJECT PROSPECTUS Trip Travel Info Systems

PART 2 -- PROJECT DETAILS

KEY ID # NOTE: ATTACH DESCRIPTION AND SKETCH SECTION REGION C---CONSULTANT ENTER: S---STATE A---APPLICANT PERMITS AND DOCUMENTS AIRPORT STATE STORM SEWER **CLEARANCE** CLEARING HOUSE SIGNS (PERMANENT) WETLANDS CITIZEN'S STRIPING LAND USE ACTIONS ENDANGERED ADVISORY COMM. LANDSCAPING AND PERMITS (PERMANENT) SPECIES **PROJECT** FLOOD PLAIN IRRIGATION HAZMAT PHOTOGRAMMETRY SIGNING HISTORIC RECONNAISSANCE SURVEY **BORROW SOURCE** BUILDING RESOURCE **DETOUR** CORPS OF ENGRS. / AIR CONFORMITY **MATERIALS SOURCE** DSL REMOVAL /FILL ILLUMINATION STUDY PUBLIC HEARING DEQ NON-POINT FIELD SURVEY RR CROSSING **DISPOSAL SITE COAST GUARD** SOURCE WATER **GEOLOGY AND** ARCHAEOLOGICAL LOCAL AGREEMENT **MINERALS** SURVEY VICINITY MAP RR PROTECTION SOILS / GEOTECH INVESTIGATION RR SEPARATION SENSITIVE LAND SIGNALS **NOISE STUDY** VALUE NEW OLD **ENGINEERING** SECTION 4(F) HYDRAULIC STUDY RR ENCROACHMENT (#) (#) SURPLUS UTILITIES (LIST BELOW) RIGHT - OF - WAY **PROPERTY** COMPANIES RIGHT OF WAY **EASEMENTS** ACCESS CONTROL (Y/N) LIAISON CURRENT PROPOSED: RELOCATIONS **ACQUISITIONS** SIMPLE (#) COMPLEX (#) BUSINESS (#) RESIDENTIAL (#) **DESIGN STANDARDS** DESIGN SPEED EXCEPTION (Y/N) N/A N/A N/A N/A TYPICAL SECTION SIDE-CURB SHOULDER LANE LANE SHOULDER CURB SIDE-BIKE BIKE MEDIAN PARKING PARKING RIKELANE TYPE WALK PATH The state of the s |alich command comments (Alich command comments (Alich comme A CONTRACTOR OF THE STATE OF TH PROPOSED SUGGESTED BASE DESIGN The Company of the Control of the Co · 1.0 (6 NEW WORK OVER EXISTING OVER EXISTING N. S. Law Vol. 17EM Service (1978) 1886 **NEW WORK** ITEM SUGGESTED BRIDGE DESIGN LENGTH (FT.)(m) | WIDTH (FT.)(m) | SOU COST SOUTH | STRUCTURE | LENGTH (FT.)(m) | WIDTH (FT.)(m) | COST SOUTH STRUCTURE Br 5 Br 1 Br 2 APPROVED, LOCATION ENGINEER DATE Br 3 REVISION APPROVED DATE Br 4



Part 3 Project Environmental Classification

3/F		·			Key ID #		
Section		Bridge No.		Region	ו	County	
1) ESTIMATED RIGHT OF WAY IMP None - will be location Region 1							
2) ESTIMATED TRAFFIC VOLUME, F	FLOW PATTERNS, AN	D SAFETY IMP	ACTS (INCLUDING	G CONSTRUCTION IM	PACTS, DETOL	JRS, ETC.)	
3) ESTIMATED LAND USE AND SO	CIOECONOMIC IMPAC	CT (INCLUDING	CONSISTENCY W	/ITH COMPREHENSIVE	E PLAN)		
4) ESTIMATED WETLANDS, WATER None	WAYS. AND WATER	QUALITY IMPA	CTS				
5) ESTIMATED BIOLOGICAL AND TH	REATENED & ENDAN	NGERED SPECIE	S IMPACTS				
6) ESTIMATED ARCHEOLOGICAL AN None	ND HISTORICAL IMPA	ACTS					
7) ESTIMATED PARK AND VISUAL None	IMPACTS						
8) ESTIMATED AIR, NOISE, AND EN	IERGY IMPACTS						
9) ESTIMATED HAZMAT IMPACTS None							
10) PRELIMINARY IDENTIFICATION (DF POTENTIAL AREA	S OF CRITICAL	CONCERN AND	CONTROVERSIAL ISS	SUES		
RECOMMENDED PROJECT CLASSIF CLASS 1 DRAFT & FINAL EN CLASS 2 CATEGORICAL EXC	VIRONMENTAL IMPAG		ENTAL ASSESSI	RECONNAISSANG PROGRAMMATIC		L EXCLUSION	
PREPARED BY				TE OFFICIAL APPROV	/AL		
DATE	TELEPHONE NUMBE	:R	DATE		TELEPHONE N	IUMBER	

REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION

ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFIC	CATION
Project (Name of Project)	Key NO.
Trip Travel Information Systems	
Instructions:	
This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary inten	projects A "Yes" answer indicates
items have been considered, and were appropriately researched. When something of potential impact is found, explain in the	appropriate section of the Part 3 If you
have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance and the second s	
_AIR	
YES NO UNK is project in an air quality non-attainment area: X CO COZONE PM10	
X YES NO UNK is project missing from:	
YES X NO UNK Does the project involve adding lanes, signalization, channelization, and / or alignment chan	iges?
ARCHAEOLOGY	,
YES X NO UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, co	ves, overlooks, etc.)?
YES NO X UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources?	
YES X NO UNK Does contact with local USFS or BLM archaeologist indicate any problems?	
Extent and cause of previous ground disturbance (minor, major)?	
BIOLOGY Please provide: USGS Quad Name Township Range	
YES NO V UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicat	e any problems?
YES NO UNK Any local knowledge of T&E or sensitive species in area?	
YES NO V UNK Does contact with local BLM or USFS biologists indicate any problems?	<u> </u>
What are the results from a Natural Heritage Data Base check?	
Confirmed ODFW in-water preferred work periods for project area? (List if applicable)	
List any streams impacted by project	
ENERGY	
YES UNK Does project affect energy use due to traffic patterns / volumes changes?	
GEOLOGY	
YES UNK Discussions with Region geologist indicate any major concerns?	
YES X NO UNK Drilling / exploration anticipated?	
HAZARDOUS MATERIALS	
YES NO 🕱 UNK Does contact with local DEQ office indicate any concerns?	
YES NO X UNK Does contact with State Fire Marshal's office indicate any concern?	
YES NO W UNK Does contact with local fire department indicate and concerns?	- 1
YES X NO UNK Does contact with PUC indicate any highway spills?	
YES X NO UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?	
YES X NO UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?	
Checked DEQ lists: UST Release incident RCRA Solid Waste TSD Leaking UST	Confirmed release
(List any occurrence on above lists) HISTORICAL	
YES X NO UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources?	
YES X NO UNK Any impacted sites on / nominated / listed as eligible for National Register?	
YES X NO UNK Any impacted buildings thought to be 50 years or older?	
YES X NO UNK Any apparent / unique / suspect structures of possible historical interest?	•
YES X NO UNK Historic district / trails / bridges?	. <u></u>
NOISE	
YES X NO UNK Any shift in horizontal or vertical alignment? Amount of Horizontal ft. Vertical	al ft.
D vec D vec	Proposed number of
YES NO UNK Any known noise problems / complaints?	
Approximate number of buildings / activity areas within 200 feet of proposed R/W line: Commercial Indu	strial Public
Residences Schools Churches Parks	
LAND USE / PLANNING	 •
YES X NO UNK Project not identified in local transportation improvement plan?	
YES NO X UNK Does contact with local jurisdiction planning department indicate any concerns?	
YES X NO UNK is project outside of UGB?	
l ve l ve	
YES X NO UNK Does Coastal Zone Management Act apply?	
YES X NO UNK is it zoned forest or EFU?	
YES X NO UNK are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list	
YES NO X UNK Does contact with local SCS indicate "High Value" farmland concerns?	
YES X NO UNK Farmland Conversion impact Rating applicable?	

Part 3 Attachment, Page 2

Project (Name of P	roject)				Key NO
Trip	Trave	l Informa	tion Systems			<u>- </u>
LAND US	SE / PLAN	NING (Cont.)				-
List	zoning des	ignations being impa	cted			
Reg	ion Planner	s opinion on confor	nance (If not, why):			<u> </u>
	TPR -					
	LCDC Go	nis				
•	Comp. Pla	n (county / city or b	oth)			
SECTION	4(f) POT					
" YES	X NO	UNK Parks,	wildlife refuges, historic buildings, recre	ational areas, etc. impacted?		
<u></u> SECTION	1 <u>6(f)</u> POT			***		
YES	X NO	UNK Land &	Water Conservation Funds used to acq	uire parķs, etc.?		
	CONOMICS		I' Carlana and a service to appear	my / neighborhood?	•	
YES	[X] NO f displacem		ding displacements appear key to econo	my / naighbothood:	•	•
🦫 General u	se of land:	Residential 📙 Com	mercial 📗 Farmland 🗌 Range 🗌			
			Till adjacotic to brolest.	- 30	100	☐ Native American ☐
			g/working in area: Caucasia 📙 Bl	. —	American /	□ Native American □
Were MA	NY OF FOLI	OWING OBSERVED:	Elderly Many children D	sabled L		
VISUAL				•		
	⊠ NO. ⊠ NO		ited Scenic Highway? Forest Practices Act restrictions apply?			
YES		UNK Major o		•		
TES YES	X NO		or large retaining walls anticipated?			
☐ YES	₩ NO	_	ers on Oregon Scenic Waterway listing?			
☐ YES	□ NO		ers on the Federal Wild and Scenic Rive			
_		ATER QUALITY				, .
YATEK	NO K		FEMA 100 year flood plain?			
YES	□ NO		FEMA regulated floodway?			
' YES	X NO	UNK Water	quality limited stream impacted?			
YES	₩ NO	UNK Any ac	tive wells impacted?			
YES	X NO	UNK Project	ed ADT of 30,000 or greater?			
· 🗌 YES	X NO		ole waterway?			
YE\$	NO K	UNK is stream	m on ODFW Rivers Information System	database?		
` YES	NO K	UNK Any im	gation districts impacted?			
if stream	s affected, '	what is the fisheries	stream classification?			
WETLAN	_					
☐ YES	X NO	(man-1)	I wetlands inventory maps indicate any			
∐ YES	ON K		nservation maps indicate hydric soils in comprehensive Plan show any wetlands			
* YES						
YES	LΣ NO	UNK Riparia	n or wetland vegetation evident from vi	suar inspection?		
PERMITS YES	S No	US Comp of Engl	neers Section 404/DSL Removal and Fil	•		
YES	□ NO	DEQ Indirect Sou		•		
YES	□ NO	PUC (railroad)	(
YES	□ NO	DOGAMI				
- YES	□ NO	Coast Guard				
YES	□ NO		Discharge Elimination System (NPDES	1		
YES	☐ NO	Other				
- CLEARA	NCES					
YES	□ NO	State and / or fe	deral Endangered Species Act	YES NO	Air Conformity	1
YES	☐ NO	State Historic Pro	servation Office (Historic)	YES NO	DEQ Commerc	cial / Industrial Noise
YES	☐ NO	State Historic Pro	servation Office (Archneological)	YES NO	Hazmat Cleara	
" YES	☐ NO	FHWA Noise		YES NO	Erosion Contri	<u> </u>
Prepared	Ву	 _		Phone Number		Date
1				I		